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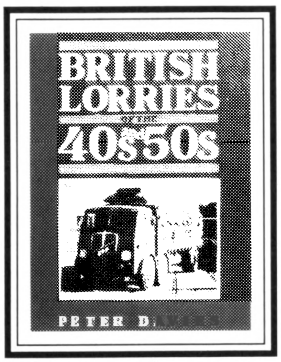

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ROADSCENE

DECEMBER 1989-FEBRUARY 1990 Vol 6 No 21

Editor: S. W. Stevens-Stratten, FRSA

Cover:
A 1939 Leyland Cub model FKT2 fire appliance, ex-Swindon Fire Brigade. Seen at HCVS Run at Brighton. *T. Brown*

Inset:
An Austin Six Ambulance of c1932/3 originally operated in Derby and seen at British Ambulance Preservation Society Rally at Windsor in 1988. *A. E. Peacock*

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Editorial

Welcome to the first issue of volume six of *Vintage Roadscene* and it does not seem five years ago that we were writing the Editorial for the first issue. Since that time the magazine has gone from strength to strength and is now a firmly established favourite in our particular field. This issue also marks the end of our first year as an independent publisher and we would like to thank Ian Allan Ltd and Ian Allan Printing for their co-operation and assistance in distribution and printing.

This issue sees the inclusion of extra colour photographs, a feature which we hope we can continue for the future. Although costing more to reproduce in the magazine, colour is now cheaper for the photographer than black and white, and it is sometimes difficult for the amateur to procure black and white prints, to say nothing of the cost of processing. Therefore we have increased our payment for black and white photographs, and have also raised our general reproduction fees.

While the cost of paper continues to rise, we are hoping that we can keep our cover price of £1.50 per copy at least for the ensuing year.

We are pleased to announce that we have purchased the entire collection of photographs and literature from Frederick C. Lane, a well known vehicle historian, and these will now be credited as Vintage Roadscene Publications Ltd (VRPL). This collection of approx 10,000 photographs will enhance the pages of the magazine for the future.

Without being complacent we feel we have much to offer our readers in the coming years.

CHANGE OF PUBLICATION DATE
NEXT ISSUE ON SALE
17th FEBRUARY

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THE 1989 TRANS PENNINE RUN

Organised by the HCVS

Photographs by Adrian A. Thomas

Upper left:
New in 1947 to the Nordic Steel Co, this Vulcan 6PF lorry was purchased for preservation in 1985, and rebuilt over a four year period. It now carries its owner's name.

Left:
A 1946 Leyland now painted in the livery and name of its present owner.

Centre left:
This 1955 Ford Thames ET6 is believed to have been an ex-WD Signals van. It is now used by Bata Shoes of Tilbury as a fire tender and tows a Dennis trailer pump.

Centre right:
A popular vehicle and a Dinky Toy model. This AEC Mercury was Shell Mex and BP first aluminium tanker. In 1986 it was saved from the scrapyard and is now fully restored. Entered by D. Darnell of Wallington.

Lower left:
This 1937 draw-bar tractor was one of 40 built by Union Cartage Co to haul meat trailers from London Docks to Smithfield Market. Withdrawn in late 1960s the vehicle passed to the Transport Trust.

Lower right:
New to Needham Lloyds Packing of Manchester in 1948, this Foden OG4 platform lorry is powered by a Gardner 4LK engine.

JENSEN
Their History and Production – 1

Mike Wells

The roots of Jensen Motors Ltd go back to the late 1920s when the two sons of a Danish shipbroker, Alan and Richard Jensen, were serving apprenticeships at Serck Radiators Ltd and Wolseley Motors Ltd, respectively. In an effort to divert their interest from motorcycles their parents bought them an Austin Seven but they could never have been aware of what was to develop from this action in the future.

The brothers immediately stripped the vehicle and on its chassis constructed their own special sports bodywork. This they eventually sold, acquired another Austin Seven and gave this the same treatment, only to be approached by the purchaser of the original with the view to buying that also. However, the outcome was that they swapped it for the original, gave it another rebuild to a higher standard than before and this attracted the attention of the Chief Engineer of the Standard Motor Co Ltd. He was so impressed by their efforts that they were asked to build something similar on a Standard chassis. The finished product then went to Avon Coachworks and eventually appeared as the Standard Avon two-seat coupe, with Alan Jensen supervising construction. At the same time Richard had left Wolseley and went to Joseph Lucas & Co Ltd, taking a short course on auto electrics which was to be a great asset in the years to come.

In 1931 the brothers joined Mr J. A. Patrick in his business, Edgbaston Motors Ltd. Fortunately, through cheek and in an attempt to take over, they resigned and acquired an interest in W. J. Smith & Son Ltd, a commercial vehicle bodybuilding concern situated in High Street, Carters Green, West Bromwich. Eventually they took the company over, diversifying into car bodies and were soon constructing special units on Delage, Invicta, MG, Morris, Rolls-Royce, Standard, Star and Wolseley chassis.

In 1934 they began to concentrate on the building of bodies on up-market chassis in the name of a new company, Jensen Motors Ltd, and situated within the Carters Green Works. The breakthrough came when they built an open four-seater touring body on an American Ford V8 chassis for film star, Clark Gable and this was exhibited at the Ford Motor Show held in Albert Hall in London. It attracted much attention and following an agreement with Edsel Ford in 1936, they were able to obtain further chassis from America on which replica bodies were constructed.

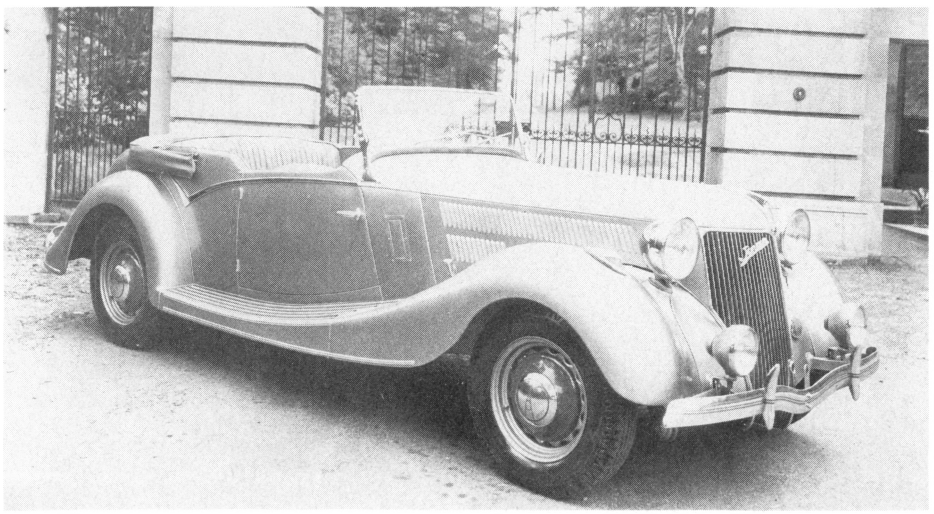
Following the signing of a further agreement in 1936 with the Ford Motor Co Ltd for the supply of components, the first Jensen thoroughbred appeared, powered by the 3,621cc Ford V8 side-valve petrol engine. This was known as the 3½ litre S type, available with saloon, drop head, coupe, sports roadster and sports tourer, bodywork and continued to be offered until 1940. Less than a year later came the 2¼ litre X type with the offer of sports tourer, sports coupe or drop head coupe, bodywork. The power unit was the smaller, 2,227cc Ford V8 side-valve petrol engine and remained available until 1939. By September, 1938 three private car models were offered when the 4¼ litre H type was launched with the same body options as the S type, plus a limousine version. This was the first move away from Ford components and was powered by a 4,205cc Nash straight eight side-valve petrol engine until it was discontinued in 1940.

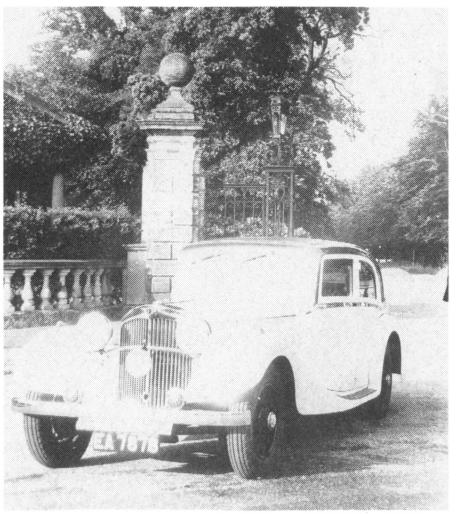
After developing the commercial vehicle bodybuilding of the Smith business, Jensen had begun to use Hiduminium light alloy products from the Reynolds Tube Co Ltd and Reynolds Rolling Mills Ltd, both located in Tyseley, Birmingham. They had already constructed some bodies consisting almost entirely of the material, mounted on chassis for the Reynolds companies to transport Hiduminium sections used in aircraft construction. As airframes became longer certain parts tended to get longer and various solutions were considered but in the end it was decided to build a specialised vehicle of integral construction.

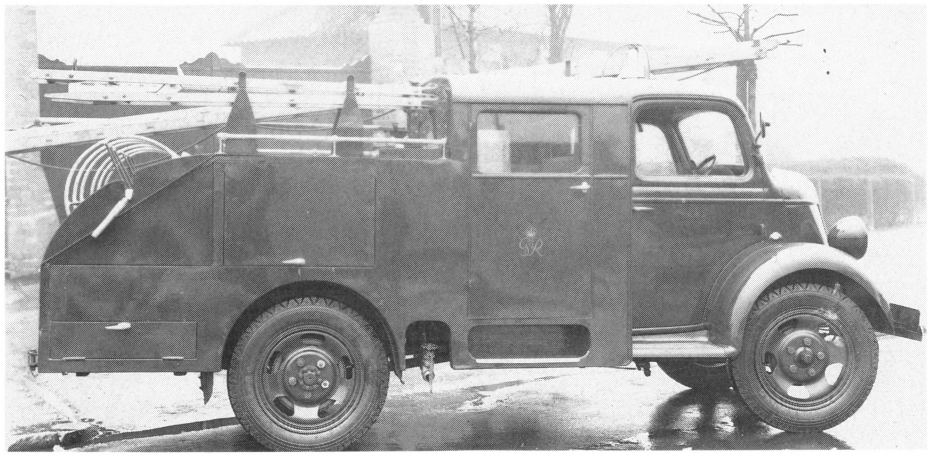
In view of the close collaboration that existed between the two companies and the fact that they were already established in car production, it was obvious that the task of building such a vehicle would be entrusted to Jensen. The end product appeared towards the end of 1938 with two different alloys being employed, RR56 developed by Rolls-Royce laboratories and produced by High Duty Alloys Ltd of Slough, for the frame members and Hiduminium 45 anticordal alloy sheeting for the body sides and floor. High tensile steel bolts and mild steel rivets, all cadmium plated, were used throughout and all received a coating of bitumastic to insulate the steel from the aluminium alloy and to prevent any tendency of electrolytic corrosion. Components from Ford were used including the well tried 3,621cc V8 petrol engine with a bore and stroke of 77.79mm by 95.25mm, four-speed gearbox, spiral bevel driven differential, axles, brakes, road springs and propeller shafts, the latter having an additional length produced by Hardy Spicer Ltd. The wheelbase was 15ft, overall length 27ft 5in

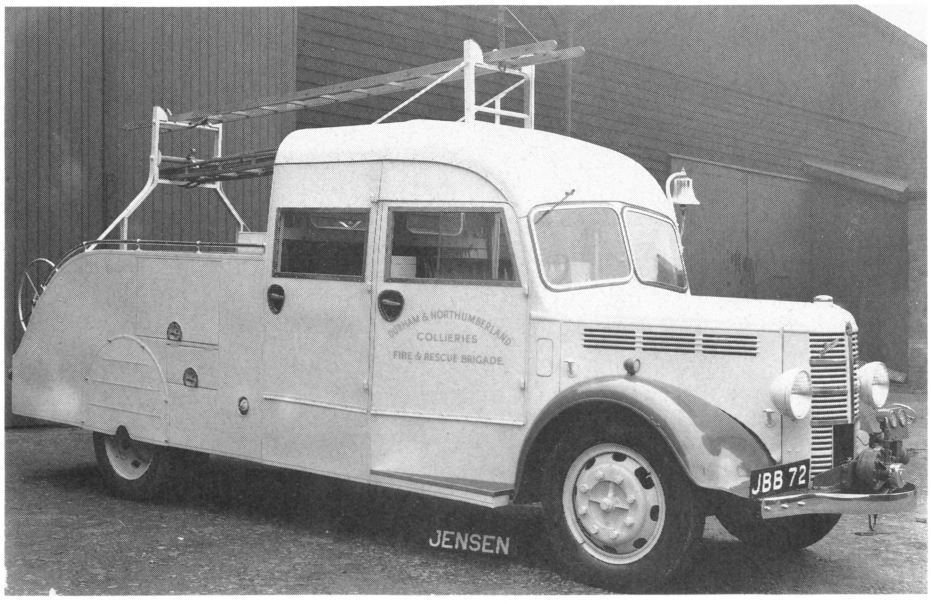
Below left:
In 1934 Jensen produced a car on a Ford V8 chassis for film star, Clark Gable. This attracted much attention and others were constructed as shown here. *Jensen*

Below right:
The first Jensen thoroughbred was the 3½ litre S-type saloon, produced with saloon, drop-head coupé, sports roadster or tourer bodies. *Jensen*









and width 7ft 1½in. The interior body dimensions were 6ft 9in by 22ft 3in and there was an extension on the near side into the cab providing a maximum length of 27ft 1in. Unladen weight was 2 ton 6½cwt giving a payload of 4½-ton and the vehicle was able to travel at the maximum speed of 30mph at the time. The first Jensen Commercial Lightweight, as it was known, entered service in February, 1939.

It was soon evident that this project was a success and as demand for still longer lengths of alloy section had arisen, the decision was taken to construct a larger vehicle to accommodate those measuring up to 30ft but still having an unladen weight of under 50cwt. This soon appeared, constructed on almost identical lines as the first but powered by the 3,285cc Ford four-cylinder side-valve petrol engine, with a bore and stroke of 98.4mm by 107.95mm and a third trailing axle at the rear. Going into service in October, 1939, it was to have been Jensen's principal exhibit at the Commerical Motor Show but this was cancelled due to the outbreak of World War 2.

Similar to many other manufacturers in 1939, Jensen were very active on the development side with a number of new models appearing but not going into production until 1945. It was clear that the Commerical Lightweight was to have gone into volume production as two versions were offered on the market, the difference being the installation of the V8 or four-cylinder engine. However, two did appear and were a 1,600cu ft pantechnicon constructed on the same lines as the Reynolds vehicles but with the Jensen expertise in such bodywork being evident. This vehicle went into service with suppliers of educational equipment, Kingfisher Ltd of West Bromwich, and was still operating in the 1950s after covering some 750,000 miles. A fourth vehicle also went into production, similar in construction to the first, but owing to restrictions placed on the use of light alloys, the floor, sides and cab had to be fabricated of steel-faced timber and was completed in January 1940 when it went into service with the Reynolds concern. A further extension to the bodybuilding activities was also evident in 1939 when single-deck bus bodies were built on four Dennis Lancet chassis for local operator, West Bromwich Corporation.

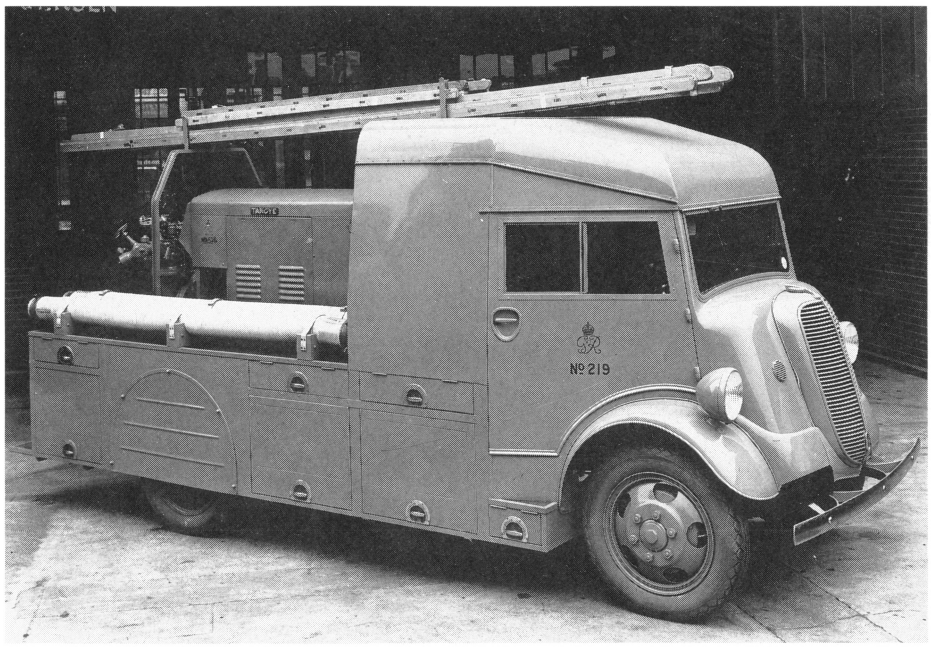
The company had already been engaged in the building of fire appliances before the outbreak of War and many produced between 1939 and 1942 were of this nature for HM Office of Works and served in all

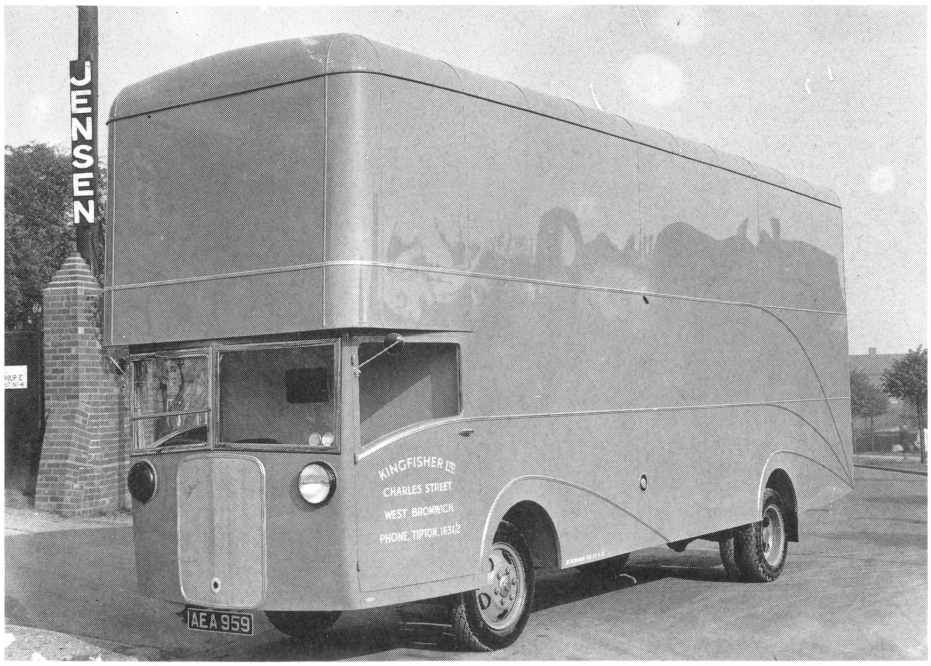
From the top:
The first Jensen lightweight commercial in 1939.
Also in 1939, Jensen built their only rigid lightweight multi-wheeler.
A fire appliance mounted on a Ford 61 chassis produced at the outbreak of World War 2.
Another fire appliance built on a Bedford MLZ chassis in 1939. *All Jensen*

parts of the country. Most were mounted on the Fordson 7V, 9ft 10in wheelbase 2-ton chassis with a Tangye pumping unit in which a Ford V8 engine was coupled to a single stage turbo-volute pump capable of displacing 800gpm at 80lb per sq in. Pump and engine were mounted together with their accessories on a steel channel section sub frame to comply with government requirements. Four gun metal outlet valves were situated at the rear, while on each side lockers were provided to store 1,000ft of delivery hose with a hose rack on top to carry four 8ft sections of 5½in suction house, complete with couplings, copper strainer and basket. In addition a Winn pump, operated by the vehicle power take-off, was employed to deliver water from the 40gal capacity storage tank. The cab had accommodation for eight firemen with a ladder rack above and towards the rear. Appliances of similar construction were mounted on the Austin K4 chassis. Ligher appliances were also produced on the latter and were of the open type with a gantry above to carry a telescopic ladder, the hose box was in the centre of the vehicle with two benches on each side to accommodate four of the crew and room for another next to the driver. Towing equipment was provided at the rear to attach a trailer pump.

Wartime production also included other special prototypes of fire appliances of varying types for the Home Office; conversion of various lorries to special purpose vehicles for the RASC; hydrogen cylinder carrying bodywork on chassis for the RAF; 500lb Mk 1a bombs; smoke bombs; anti-frost devices; bomb cones and tail fins and para-trays for bombs – all for the Ministry of Aircraft Production. They also produced cable laying equipment and ammunition boxes for the Ministry of Supply and depth charge tail fins for the Admiralty. Many of these items kept the works busy until the end of the war in 1945.

During 1945 the Lightweight was re-vamped and became one of the first peacetime vehicles to go into production. Then identified as the JNSN Lightweight JLC, it was introduced as a 6-tonner with 16ft 2in wheelbase and powered by the 4.73 litre Perkins P6 diesel engine which had a bore and stroke 88.9mm by 127mm. Transmission was by a 12in diameter single dry plate clutch to a Moss five-speed overdrive gearbox, three-piece propeller shaft with one Layrub and two Hardy Spicer couplings and two self-aligning bearings to a Moss spiral bevel driven differential. Much had been learned from the first four vehicles of this type and this resulted in many chassis and bodywork





From the top:
This type of appliance was built on an Austin K2 chassis in 1939 for municipal brigades. Towing equipment was provided for a trailer pump.
The Ford 7V was probably the most popular fire appliance of World War 2. Designed to Government specification this example had a Tangye pump unit capable of 800gpm.
A 1939 lightweight 1,600cu ft pantechnicon still operating in 1950 having covered 750,000 miles. *All Jensen*

Left:
Produced in 1948 this 6-ton lorry was the forerunner of many similar models. Note the ventilation 'flaps' in the cab front.
Stevens-Stratten Collection

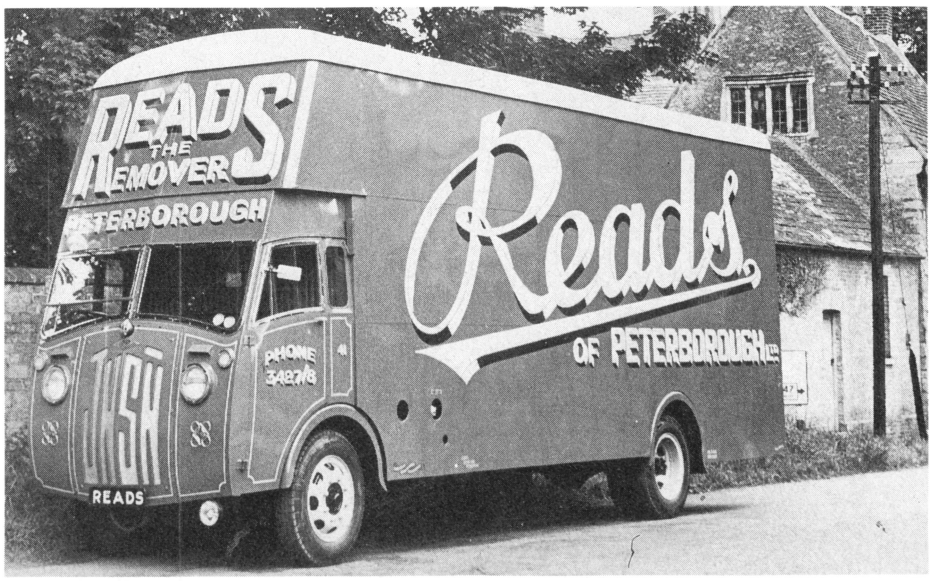
improvements. Remaing in unit form, two straight and deep 'I' section alloy beams stretched from front to rear and were jointed by cross members of similar design with light alloy diagonal braces situated along its length to increase rigidity. The floor consisted of light alloy sheet with rectangular corrugations, the spaces being filled with timber strips to take any wear. Drop sides and tailboard were fitted, the sides having two sections secured by removable centre posts with two similar at the rear. The cab had some steel framing incorporated to provide a rigid construction and was fabricated in the form of square tubes which were also included in the door frames. An unusual point at the time was that the driver's seat was adjustable, fore and aft and for height. Ventilation was also included by way of the driver's side of the windscreen being opened, two adjustable vents at the front of the cab and a ventilator in the roof. Warm air could be admitted through two ventilators situated on the bonnet. The large grille, incorporating the letters 'JNSN', was easily removable to expose the radiator, fuel filter and nuts securing the front cross member. To remove the radiator, engine, gearbox and exhaust assembly, the latter could be undone, the propeller shaft, rear engine mounting, certain control rods, electrical wiring and fuel pipes, disconnected and then wheeled out on a special jacking trolley. It was claimed that the whole operation of removal and replacement could be carried out in 3hr. A Lockheed hydraulic system operated Girling two leading shoe brakes on all wheels and the handbrake was linked mechanically to the rears only. A 12V 140W compensated-voltage-control dynamo with 120 amp hour battery operated the lighting and starting circuits and the headlamps were fitted with a split reflector dipping system. Standard tyre sizes were 34 by 7 on all wheels with spare mounted on a carrier at the rear. Tecalemit chassis lubrication was fitted as standard equipment, as were a near-side spot lamp and near-side driver's mirror.

In June, 1946 a pantechnicon version was offered with a total capacity of 1,632cu ft. The overall length was 27ft 6in; 7ft 6½in wide and the laden height was 13ft 1in with the standard cab being built into the front of the main body section and below the floor of the 54cu ft capacity Luton. Corrugated alloy, with timber inserts, continued to be used for the flooring and the interior sides and front were panelled with the same material as high as the waistline. The rear of the frame was dropped behind the back axle to provide a low-loading height and this entailed moving the spare wheel to the off-side where it was carried in a special locker.

Car production did not recommence immediately after the War. The first model, planned for introduction in August, 1946, was the 4 litre 'PW' type but problems with the 3,860cc Meadows straight eight-cylinder petrol engine caused delay until 1948. Only seven were built eventually, four being fitted with the 4,205cc Nash engine previously fitted with the H type and the others never sold by the time it was discontinued in 1949. During that period some Lea Francis and Invicta chassis were bodied however.

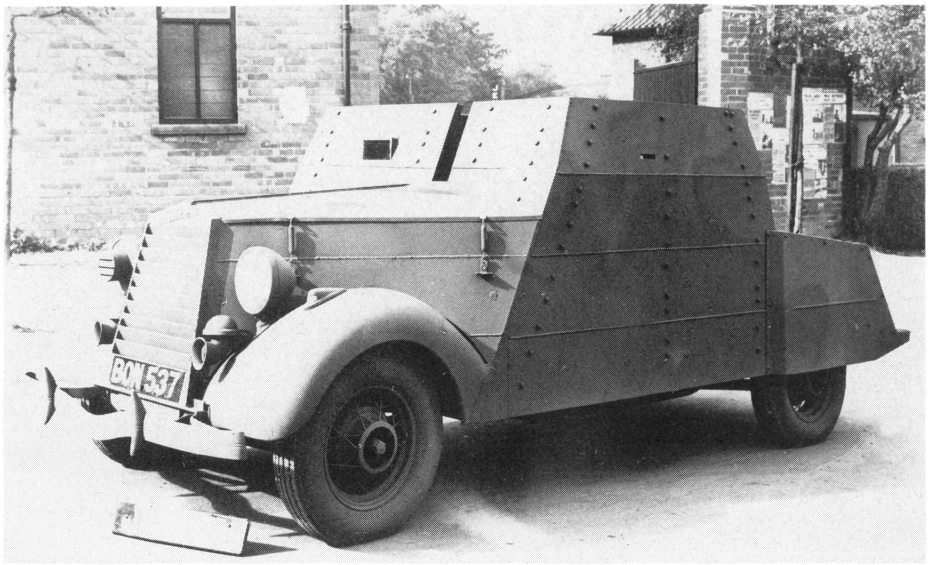
An interesting vehicle appeared in January, 1947 in the form of the Jen-Tug ART type and was their attempt to claim a share of the popular mechanical-horse sector of the market dominated by Scammel. The power unit was the well tried, Ford 10hp side-valve petrol engine with four cylinders and a bore and stroke of 63.5mm by 92.5mm. This was mounted amidships behind the cab and to ensure efficient cooling at this location the water was circulated on the thermo-syphon principle with a large capacity radiator and 11in diameter four-bladed fan. A Solex downdraught carburettor was fitted which incorporated an atmospheric governor controlling the engine speed to a maximum 2,759rpm. The drive was through a 7.375in diameter single dry-plate clutch to a Ford three-speed gearbox having syncromesh on second and third with the control lever mounted on the steering column. A short shaft, with Hardy Spicer needle roller type couplings, then took the drive to an underslung worm driven differential with a ratio of 6 to 1. An option in the respect of the final drive was that a fixed axle could be specified due to the rear track measuring only 2ft 5¼in.

Pressed steel channel side members were employed for the frame and these swept



Left:
One of the first pre-War productions, a 6-ton van with Perkins P6 engine supplied to a well-known haulier and removal contractor.
Stevens-Stratten Collection

Right:
A peculiarity made in the early days of the war. It would appear to be mounted on a Ford V8 chassis. Was it for display in various 'Savings' or 'Scrap Metal' weeks? Perhaps a reader has knowledge? *Jensen*



inwards at a point abreast of the gearbox. The engine was mounted in a sub-frame and fitted to the chassis cross member in front of the radiator by a large single silent-bloc type mounting. The rear attachment was secured by slippers on the ends of two leaves of the rear springs running in housings on the sub-frame. This made it possible to remove the whole unit from the radiator to rear axle by just removing the bolt securing the silent-bloc mounting and disconnecting the driving controls, fuel feed and electrical wiring. A Girling hydraulic system with leading and trailing shoes on all wheels and mechanically linked handbrake to the rears only. Cam Gears steering was used and operated Thompson self-adjusting ball joints to a fore and aft drag link and trackrod. Light alloys were used throughout the cab which had a floor level just 1ft 9¾in from the ground and all controls were chassis mounted making its removal a relatively simple task.

The trailer coupling was of Jensen design and had a single ramp to take the flanged guide wheels fitted on the trailer. Two yokes on the coupling were designed to meet the guide wheel shaft when coupling up to a trailer and two horizontally disposed hooks then clamped it into position. Buffer springs kept the components tight in the coupled position, reducing rattle and wear. Above the flanged wheels and shaft was the turntable incorporating two non-rectractable arms with wheels at the bottom for the purpose of landing and manoeuvrability when detached. Mechanical brake linkage on the trailer was operated from a system on the tractor, through the coupling to two-leading shoe units ensuring maximum retardation. The trailer handbrake was applied through a small trap door in the rear of the cab which made it possible for the driver to drop, or pick up, a trailer without leaving his seat. The standard trailer length was 13ft with a width of 6ft 6in and its single axle ran on identical wheels and 25 by 6 tyres as the tractor. British Railways were the largest operator of these machines whose initial order was reported to have been 70 to 80 vehicles in March, 1948. A full range of semi-trailers were available including, flat platforms with container van bodies to fit same, low-loaders, refuse collection, dropsides and tippers.

A similar vehicle, produced by L. C. Rawlence & Co Ltd of Sackville Street, London W1 and Salisbury, Wiltshire, had appeared late in 1939 and was operated by Thomas Bantock & Co, agents to the Great Western Railway and based in Low Level Station, Wolverhampton. The design and development was the responsibility of Mr Rawlence and Mr Le Voi who had been Chairman and Managing Director of Latil Industrial Vehicles Ltd. This was announced to the press in August, 1940 when a second vehicle was shown but there is no evidence of any further production by that company. After the war a Mr C. R. Riekie, Engineer, Salesman and Demonstrator for Latil, took up employment with Jensen and was involved in the development of the Jen-Tug.

In September, 1948 a battery version of the Jen-Tug was announced. Produced by Hindle & Smart & Co Ltd of Manchester, they were given the title Jen-Helecs type 210 and were capable of a maximum speed of 16mph, a range of 30 miles and payload was the same as the petrol engined version at 30 to 40cwt. The batteries were carried in two panniers, one each side of the chassis at the rear of the cab. A total of six 12V 32 amp hr batteries were installed to supply power to a 72V 7.25hp motor which was fitted in the sub-frame and coupled directly to the differential. An automatic pre-selected relay controller was employed and had a forward and reverse arrangement controlled by push button. Unlike the petrol engined vehicles, 12V double-pole electrical equipment was used on the tractor, but the semi-trailer retained its single pole arrangement to enable interchangeability. An agreement was signed by members of the two companies on 21 January 1949 which entitled Hindle & Smart to produce such vehicles for the following three years. There was also a clause whereby they were permitted to convert existing Jen-Tugs from petrol to electric power but they had to pay Jensen the sum of £10 on every such conversion.

To be continued.

Right:
In 1949 the first Jen-Tug Art Mk I appeared. The semi-trailer was also produced by Jensen and the hinged ramp, and a winch were optional extras. *A. J. Ingram*

THE OTHER SIDE OF THE TICKET MACHINE

Experiences of a temporary bus conductor

Roy Fenton

MY INTEREST in buses was one of the reasons I had become a temporary conductor with Crosville Motor Services, and at Chester depot there was considerable variety. As a Transport Holdings Co subsidiary, Crosville used Bristols almost exclusively. Their last Leyland Tigers had gone a few years since, and only a limited outbreak of Commer minibuses in mid-Wales prevented the fleet being entirely standardised. Strong inroads were being made into the numbers of Bristol K types, and only in my first summer do I recall working the K6As and K6Bs, which were kept for rush-hour work — for which the four-across upper deck seating of their low-bridge bodies made them particularly unsuited. Of the more numerous KSW6s dating from 1951 to 1953, we were lucky that the only examples with high-bridge bodywork were allocated to depots around the Wirral, where low bridges were less of a problem than in most of Crosville's territory. Bristol Lodekkas were the standard double-deckers, but even these showed considerable differences between batches. Beginning with the LD, Crosville moved to the flat-floor F models in 1960, and then tried both front-entrance models, the FSFs and FLFs. The latter had 10 more seats and were concentrated on the busier routes either side of the Mersey, working from Liverpool and Rock Ferry depots.

Our experience of them came while working Chester's share of the C1 to C4 family of routes between Chester and Birkenhead; routes which were among the company's best 'earners' and cross-subsidised many of the rural rides we conductors enjoyed. With front-entrance Lodekkas the driver operated the platform doors — peering over his left shoulder through a narrow window. This meant that the conductor — who still had to ring the bell to start the bus — did not need to be on the platform when moving off from a stop, which was a considerable help on these high-capacity vehicles. But there were moments of disaster — or hilarity depending on your point of view. One driver carefully watched a little old lady get on, closed the doors and set off, only to find her hammering frantically on his window. Invisible from the cab was a tiny dog which had been walking behind her on its lead: left outside when the doors shut the pampered pooch was now running alongside as fast as its legs would carry it!

The short, rear-entrance FS Lodekka was most suitable for the majority of Crosville's routes, and a large batch was taken into service between 1962 and 1966. The front-end of the ECW bodywork had been cleaned up, and the result was a fine-looking bus, less lugubrious than the early LD models. Along with the Routemaster and Leyland TDs, they represented the last flowering of the front-engined British half-cab. a few years ago I made a pilgrimage to Wrexham — the last Crosville depot to operate Lodekkas — to pay my respects to the survivors.

There was less variety among the saloons (rarely were they called single-deckers), as the underfloor-engined Bristol MWs were largely reserved for one-man-operated services. This meant that I usually worked on buses from the Bristol L family — the L, LL or LWL with AEC, Bristol or Gardner engines — which remain my favourite vehicles, perhaps because they were among the first buses I remember riding on. By the time the accompanying photographs were taken, their destination blinds had been partly plated over, which made the big display box look ponderous and overbearing, slightly spoiling an otherwise well-proportioned body design. As a conductor, I enjoyed them because they were allocated mainly to the quiet country routes, and I had only one complaint. Passengers would never close the heavy, hand-operated rear door, which made the back seat — which the conductor habitually, if unofficially, occupied when the bus was not full — very draughty. Some of the longer country routes enjoyed the allocation of an ageing coach on a Bristol LS or lightweight SC4LK chassis, the latter being equipped for one-man-operation with a home-made air-operated door.

I had great respect for the drivers at Chester depot who had volunteered for one-man working. Their pay was higher than that of crew bus drivers, but they certainly earned it. Their routes might have been lightly trafficked but they did two men's jobs and took responsibility both for driving the bus safely and for the money taken. And the latter, I quickly came to realise, was no sinecure.

When signing on, the conductor or one-man driver, was allocated a Setright ticket machine, checked its reading against that recorded on a sheet held by the clerk and entered it on his waybill. Each time it was operated, the machine totalled the value of the tickets issued, and displayed this in units of a halfpenny. This reading had to be recorded on the waybill at the end of each journey, even if only a 10min local, to generate statistics which — we were assured — were used to assess the profitability of the route. Needless to say, there were more important things to do at the end of a trip: change the blinds and have a cup of tea (bus services run, not on diesel as is widely thought, but tea!), so

Below left:
One of the 1954 batch of Lodekkas (DLB 682) built to a semi-luxury specification, at Liverpool Pier Head in April 1966.

Below right:
Lodekka (DLB 938) outside Chester Northgate Station whose yard stored overflow buses from Chester garage.

these figures were often educated guesses. At the end of the duty the final Setright reading was entered on the waybill and the amount of cash handed in had to correspond with the halfpenny total. If for any reason — incompetence, fraud or armed robbery — the cash handed in was less than the machine indicated, the difference was deducted from the conductor's wages. The reverse did not apply, and so no one handed in any 'overs'.

I must admit to having been defrauded by a passenger once. It was during an evening service from Mold to Chester, popular with young people going out for the night. About half way, a young man whose fare I had taken soon after leaving Mold told me, ever so politely, that he had given me a £1 note but had only received change for 10 shillings (50p). He appeared honest, and I had to admit that he could well be right, as my wallet did contain some pound notes. The route was too busy for me to check the cash in my bag against the ticket machine's total, so I handed over the 10 shillings. Sure enough, when I cashed up that evening I was 10 shillings short — a big lump out of wages which rarely totalled more than £14 a week. I learnt then that the most successful conmen are those that appear honest.

The Setright machine was built like a battleship, and although a formidable weapon in a confrontation with a Saturday-night drunk, it was a considerable weight to have hung round your neck for a long day's conducting. Built seemingly from armour plate, it seldom went wrong, and its major vice was that the final ticket on a roll would become lost in the exit slot, inaccessible from inside or out, completely immobilising the machine and slowing down even the fastest of conductors. Like being cheated out of a 10 shilling (50p) note, this happened to conductors only once, after which they never forgot to put a new roll in whenever they took over a machine. The procedure used when a machine failed was to issue 'emergency' tickets, which had to be laboriously punched with fare, stage and class — details which were quickly dialled into the Setright. Not surprisingly, the use of emergency tickets took so long that on busy routes many passengers escaped without paying.

Besides the value of the ticket, the Setright machine also printed the date, direction of travel and the type of ticket — single or return. It had a slot which was used to overprint a return ticket and thus cancel it — the fare dial being set to zero for this operation, or the conductor would lose money rapidly! The machine would also print the number of the fare stage and officially this was to be altered every time a stage was reached, the appropriate number being looked up in the timetable. By tacit agreement between conductors and inspectors, however, this time-consuming operation was omitted and the fare stage for the start of the journey was printed on tickets throughout. This was one of a number of understandings that facilitated the operation of bus services. Going by the book, for instance, no passenger should leave his or her seat before the bus had stopped, standing on the platform of a moving bus being expressly forbidden. Knowing this, it is surprising that passengers were allowed to stand on the lower deck, as this impeded collection of fares. Officially, however, the conductor could only sound the bell when he had taken all the fares, a rule which — if obeyed — would have caused total frustration to both driver and passengers. Of course, with the spread of one-man-operation, this situation has come to pass, to the detriment of bus services.

Although conductors were a fundamentally honest lot, there had been one or two cunning rogues who found ingenious ways to defraud the company. Perhaps the neatest method was to use a fine dentist's drill to pierce the tough perspex cover over the dial and lock the numbers, so that although the machine was still able to issue tickets it could not add up its halfpennies. After several months, this conductor's low takings were noticed and, in a major detective operation, all the machines which he had used were examined. His guilt became apparent when it was discovered that each had a tiny hole. This crime was surpassed, in flamboyance if not ingenuity, by a story I heard from a friend who had been a temporary conductor with Liverpool Corporation. Their practice was to use 'floaters' to go from bus to bus during peak hour to help out hard-pressed conductors. On being dismissed for some misdemeanour, one character walked out of the depot taking with him his machine and a good supply of tickets. For some weeks he freelanced, working buses in the rush hour and pocketing the proceeds, to the supreme annoyance of the posse of inspectors who were hunting the 'phanton floater'!

The company's attitude to their conductors — that if they were short they must be thieving — was not conducive to good industrial relations. The bus crew took the brunt of the public's dissatisfaction with fare increases, delays and cancellations and suffered bad language and on rare occasions even violence, with little support from a remote management, who — like Victorian schoolmasters — seemed interested only in handing out punishments.

My departure from Crosville was somewhat precipitate and neither management nor workers came out of the affair with much credit. During my second summer conducting, the economy had gone off the boil and Chester depot was, for once, fully staffed. The influx of temporary conductors all but eliminated the overtime which most regulars depended upon. After a month, a union meeting was called — at midnight, the only time all staff could get together. Unless there was more overtime for conductors, it decided, there would be a work to rule. Faced with real pressure from the workforce, the company immediately caved in and turned on its weakest employees — the temporary conductors, who the garage's shop steward had kept 'forgetting' to sign up all summer. A friend and I were selected to go on the basis that, living closest to Rock Ferry depot, we might be taken on there. As management well knew, this depot was highly unionised and would have none of it, so my friend and I were on the street.

Below left:
The FLF Lodekka had one extra bay each side and 10 more seats. At Rock Ferry in December 1980.
Below right:
Despite coach seats and white livery, this Bristol SC4LK (CSG 634) was used at Chester, mainly on stage services.

An Ambulance Driver Remembers — 2

G. A. Stilton

LIKE MANY other people at the time, my wife and I were on the housing list, but with only one child not a lot of points, so I applied for accommodation at the new town of Stevenage. This meant I must work in the area, so I transferred over to East Division of the Herts Service working at the one-vehicle Ambulance station in the old town. I was only there a few months, as apart from the journey on a 98cc motor bike which was not too pleasant when cold or wet, I knew that it was not the place for me to try to settle down. Neither did I wish to try for a move back to East Barnet, which could not be guaranteed anyway, so an application was sent to the London Ambulance Service. Luck must have been on my side for in less than three weeks the day had arrived for an interview. This was not as bad as had been expected, for they asked me how to drive from various places to Westminster and said 'well that's a bit better than the last person we saw as he could only tell us the way by bus'. The next step was a driving test to see how we coped with the West End traffic, after that at a later date another longer test by their own examiner who declared me satisfactory. Shortly after I was accepted for the Service, being posted to the HQ at Waterloo, the old fire station of course, not the new premises that they have today.

After the first day, which was spent going for a uniform, they placed me with a lady driver to work with, this was the first time of working with a female, But I soon found she was a good driver and also able to lift as good as any man.

This was mostly day-work covering South London, the area was more familiar to Beryl my co-pilot, so she did most of the driving, with me sat in the bumpy Bedford trying to learn the back routes to miss hold-ups in traffic. My days with this pleasant young lady were short-lived as one morning I was told that next day my duties were to be at the HQ accident station on shifts starting on early turn. The good news was this was more my type of work, but it did mean getting an early train from Barnet to be on time for duty, the other shifts were no problem. We were situated off the front of this old fire station next door to the Waterloo main line railway station, the control room at the rear took the calls from the main control, and rang four bells for us when required. It was a fairly busy place — often being on the road more than we were in the station. The police in London were a great help to us, when they heard the sound of our bell, for when on point duty they would stop all traffic to give us the right of way. The one thing I missed was the two-way radio, so it was back to ringing in when available at whatever hospital we had been to, if no further call then back without delay to our base.

One type of job that was new to me was a 'one-under', this meant someone under a tube train, these calls could take up a lot of time as most of the underground stations in Central London are deep. Often it meant the train had to be moved to get at the patient, luckily they sometimes fell unhurt into the suicide pit between the rails, others were not so lucky — say no more!

The Daimlers in this service carried a lot more equipment than we did in Herts, with ropes, cutters, crowbars, even a pack that contained everything that would be needed to give an anaesthetic to amputate a limb — by a doctor of course. The stretchers were just a simple pole and canvas type which rested on the deep rubber beds. One of the drivers who was just about to retire told me that when he started on the job the old ambulances had a bell that was rung by pulling a lever outside the driver's door and a couple of good pulls would set it going for a while, these were before the Bosch motor-driven gongs, which could be recognised by the rolling sound they made, slowing down when the push button was released. Some of you may remember the amplified bell played through a loudspeaker on the roof above the cab, but I never had the chance of trying one myself. Much to my surprise my duties at Waterloo only lasted about six weeks. It seemed that my posting had only been to replace one of the regular crews who was on long-term sick leave. Being left as spare for a short time I went to various other stations to work. The whole job soon became a bit of a disappointment to me, it was out of date and not at all what had been expected of our Capital. I thought everything was rather tatty, even some of the crews.

My views of the service were expressed in great detail during an interview at County Hall to the Chief, at least I think he was as nobody at the top seemed to wear a uniform, he thought about what I had said for a moment then told me that my best course of action would be for me to leave. So without delay, that day was my last duty with the LAS. In future I vowed I would do some research before moving to a new job! To be fair it should be said that London did have a service before many other places, long before the start of the NHS, even going back to prewar days. My feelings were that the ageing men at the top could not keep up to modern times and were happy to let it run as it always had done. In 1984 I visited the new HQ only to find that there was not one person left who had been known to me, neither could the receptionist find anyone who was prepared to talk to me about the service as operated today. Recently I noticed in one of the national papers that there are often delays in getting a vehicle to the scene of an emergency, so one can assume they are still out of date. My short time in the London Ambulance Service did not leave me with any regrets as it had been a good experience, one can never stop learning.

A friend of mine who was an ex-LAS driver suggested that I put in an application

Left:
A Karrier Ambulance, bearing a strong resemblance to a Commer. *VRPL*

to join the Red Cross and St Johns Joint committee private Ambulance Service with their garage at Lots Road, Chelsea.This I did and was able to get a very quick interview; also the usual driving test, which was so long it seemed to me the job must also include work to Buckingham Palace. Once again luck was with me with a starting date given.

The work at Lots Road depot was mostly contract work to assist the London Ambulance Service with the daily runs of out-patients to the Roehampton Hospital from all over London, also moving patients to and from railway stations plus transfers from hospitals to convalescent homes on the coast. We were out on the road more than in the garage, even the odd night away if it was a long run. All of this was a big help to the LAS as it enabled them to keep their vehicles in their own area. We also got quite a bit of private work from people who were prepared to pay for a non-NHS ambulance and crew.

The vehicles were mostly Austin, the army type with a proper body built on to the chassis, also one or two more modern large-bodied vehicles by Austin and Bedford and a few Commers. There was also a Commer coach, with a ramp at the back for the movement of patients in wheelchairs, even a winch to pull them up. This coach was driven and looked after by an ex-City policeman.

My days with the joint committee at Lots Road were some of the most enjoyable in my working life, the men were a great bunch to work with and I will always remember them, most certainly Norman Wasp as he gave me a lot of help with photographic processing in the days when I was a keen amateur photographer. The wages in those days were not very high, also as this was only day work without Sundays, and fares to and from work from East Barnet left my wife and I with very little to save for a house of our own, so I had to leave the ambulance depot at Chelsea behind with the happy days spent there.

You will of course gather that I had now become an expert in forms, so it will be no surprise to find me accepted in the Middlesex Ambulance Service. Edmonton depot was my first post with the usual work for a general station with its daily runs to and from clinics, often handling a patient after their treatment with great care back into their house, only to find them hot footing it out again to the shops, pub, or bingo, before you had time to leave the street! This to me was just a cross between a bus or taxi service.

After about three weeks I saw on the notice board that a shift driver was required at Edmonton Fire Station for the Accident Ambulance. This post was mine for the asking without any difficulty, so I was once again on emergency work which was much more to my taste. My partner was a chap called Bill Duck who could have made a name for himself on stage as he was quite a comedian. The first thing he taught me was to take care when sliding down the pole from the floors above, as these were a fair drop. And should you get a call the same time as the Firemen, if you did not get down and away from the mat at the bottom quickly you could end up with a few heavy men on your head. This advice was well taken with a few dry runs, or rather, drops, when it was not in use. I thought one could even become a stunt man. After a couple of months I transferred to Station A4 at Enfield, which was also a Fire Station and it did mean that I now only needed one bus ride, with a little less fare to get to work.

One day we had a call to Hadley Wood tunnel that was being built alongside the existing tunnel for the East Coast BR main line improvements. One of the workmen had a nasty gash on his right arm and was just being brought out as we arrived. An Irish workman said 'It's OK sur I've stopped it bleeding'. He had indeed with a rope round the patient's arm twisted tight with an iron bar, in fact another turn would have just about cut right through the poor man's limb, we did our own repairs to the injury en route to Barnet General Hospital which was not as bad as his workmates had thought, so another satisfied customer.

Middlesex only had radios on the Fire Appliances so it was once again back to ringing in to control to report when available at a hospital. The vehicles in this county were the four-cylinder Morris Commercial with large spacious bodies, two lightweight alloy stretchers, one on each side, also the usual oxygen, first aid equipment, maternity pack, dressing pack and splints. The major incident box was not kept in the vehicle, but was taken from the Station watchroom if it was to a call where it may be required. I think they thought we may be tempted to try an amputation!

At Enfield we were proud to be the cup winners for the best turned out vehicle, so most of our time between calls was spent polishing the ambulance inside and out. You could eat a meal off the engine, and the copper pipework was like a mirror, a large amount of the 'bull' being done by George Ashpole, my team mate. On occasions we would get a 'Micky', this was the name given to a malicious call. One call we had which we thought was a 'Micky' was to a body in the river, but no sign of anyone in the water at the location given on our arrival, it turned out the police had been on the scene before us and had tried to pull the body in but it had got into fast moving water floating away again, it seemed it had got over on to the Essex side some hours later sparing us from a most unpleasant job.

We had to take our turn in routine work on the station with the firemen, but when it was over at the end of the day, we would watch television or, for those who preferred, play snooker, cards, or darts. On night duty we would go to our beds to rest, on occasions we could get a clear night without any call, but this did not happen often as the firemen rode three machines on this station so if the bells went down for a fire call it would upset our rest. We also had calls for emergency maternity work which could take us into central London, so being away for some time.

In 1956 I purchased my first house, in Hillingdon which meant yet another transfer, this time to Ruislip for a few weeks then to Uxbridge Fire Station. This also was a very busy place to work being not far from London Airport, and also Northolt with a large amount of main roads leaving London to the west. I had not been at Uxbridge very long when we had a male body in the canal just a few miles away. This time I was not so lucky as the last such call while at Enfield, so with the help of the Police we removed the corpse to Mount Vernon Hospital Mortuary. This sort of job is not very pleasant, and can take up a

Right:
This Bedford of 1949 was seen at the Trans-Pennine Rally at Harrogate in August 1988. *A. E. Peacock*

lot of time, as after such a call the vehicle needs a good deal of cleaning inside, then plenty of fresh air, also the crew may need a change of clothing.

One Friday evening the bells called us for a turnout, I started the engine and had pulled the door release cord. As the Attendant jumped in, he said 'It's your house'. The run to my home address was covered in record time, with bell ringing and the red cross over the windscreen showing its light to warn others on the road of our urgent mission. On arrival we learned my five-year-old daughter had run into a lamppost on her way home from school, causing a bruise on the face below the right eye. At first this did not look too bad, but after a couple of hours the eye looked as if it had got a large tomato stuck over it. We took her to Hillingdon Hospital, my wife and I in the back, with 'Topsy' my mate driving, (his name was Turvey). My daughter was admitted as she required an operation for her facial injuries, and treatment went on for another eight years. It just goes to show that even what at first looked a simple bump to the face could turn out to be more serious. She is as a matter of interest married now with three children and has herself been a nurse for many years.

Shortly after the call to my own house we received a request from a member of the public to attend the local park as a young lady had got stuck in the toilet. On our arrival we found that she had sat on the loo and it had broken leaving her jammed in between the broken pan with a very nasty laceration across her, guess where! We removed her with great care from the small room, stopped the haemorrhage, then took her off to the hospital trying to keep ourselves from laughing. I am sure that the young lady herself did just that after she had recovered from her wounds, as well as the embarrassment. I often wondered if she had managed to get any compensation!

After spending about a year working on my house the decision was made to put it up for sale and another house was purchased, this time at Potters Bar which of course meant another transfer, and much to my surprise the HQ moved me back into 'A' Division to coincide with the moving of house. The post was at Finchley Fire Station known as A10. Once again a very busy station with many Road Traffic Accidents (RTAs), plus the usual emergency type of work. Old Pop my regular mate, soon to retire, was one of the Attendant only men from the old Ambulance days, this of course left me with all the driving to do which was no bother as I could find my way anywhere without difficulty after all my moves. Less than a year saw me as the most moved Ambulance Driver/Attendant ever known, this time it was back again to A4 station at Enfield with the old crowd that I had been with two years before.

At this station we would cover as much as possible for any man who was sick, and often this would mean a double shift of 16hrs, which could be very tiring if we were busy and yet most boring if there was not one call out, which was possible. However, the overtime from the double shift was a big help with mortgage payments, plus the fact that the family looked as if it was going to increase. My wife went into a London hospital in March 1958 remaining there till early April when our third daughter was born. She had only been home a few weeks when it became obvious all was not well, our local doctor called and my wife went into hospital right away but died a few days later. This was of course a big shock to me as looking after a new baby as well as the other two girls meant that I had to be off work for some time. I did eventually get back to my duties at Enfield but could not settle down, and to make matters worse I had only been back three weeks when we were turned out to a serious accident on the Cambridge Road. We removed a pregnant lady from a car who was in a very serious condition, which I should hate to describe, one of her two young children was dead, the other in a bad way. This was just what I did not need after my own sad loss. It is often thought that an ambulance man is a very hard nut, but it is only human to occasionally get disturbed after a major tragedy — more so when children are involved. More than once a driver has given his notice after the first accident he had attended. The work on a Fire and Emergency Ambulance station can prove very distressing at times, and frequently we had a passer-by, or even a Police Officer, faint while trying to assist us with a badly injured patient. Yet in those first 10 years of the Health Service we were only regarded as a driver with a first aid certificate.

My next move was a big one, the house in Potters Bar was sold and I was off to Yorkshire, my new job was with Leeds City Ambulance Service and I was lucky enough to get a local lass to put up with me and the three children. We lived in the City, until a bungalow was built for us in Batley. The work was not a lot different to other services, one change was we worked as a team, with our own vehicle which was not used when we were off duty, the outside was even cleaned for us, but we did the interior. As I was lost in my new area, most of the driving was done by my team mate, a local lad who later became an Ambulance Officer. One thing I had never come across before was streets with the washing hanging right over the road to the other side and one day in such a street my mate put his head out of the cab to call out 'Pull yer knickers up Missus or they'll get caught on our antenna!'.

One night duty we got a call to a man collapsed, as we arrived I got out to look at the patient who was talking to a City Police Officer. 'Hello Fred', I said 'you are a long way off the Old Kent Road.' 'Blimey Guv didn't think I'd see you again,' he said. He was one of our old regulars from my days in the London Ambulance Service, for when things got bad for him he would often lay in the road and wait till some kind person called us out in the hopes of a bed for the night! We took him into the Leeds Infirmary and left him telling the Night Sister he was suffering from financial cramp! She was not convinced and later we heard he had been handed over to the police. who would take him to the men's Hostel.

As I was living a good way out of the city I thought that a move to the West Riding Ambulance would be better. The lads in Leeds advised against this telling me it was not the best place to work. I thought that it may be better to stay in Leeds a bit longer, so got myself a car to speed up the journey.

My first maternity case in Leeds where I had to deliver the baby, as the mother had

Left:
An Austin Sheerline chassis is the basis for this 1959 Ambulance seen here at Bradford-on-Avon Fire Engine Rally in August 1987.
S. W. Stevens-Stratten

left it late, turned out to be a laugh. All had gone well till the midwife arrived, she walked in looked at the state of the place and dirty bed linen then said to the lady, 'You dirty bitch haven't you ever heard of soap and water?' I thought they do not mince words up here, but she was right, the house was in a filthy mess.

One thing in Leeds I could not at first get used to was the way patients were loaded into the ambulance feet first. This was something I had never done before in my varied service, as many if not most vehicles were made to load head first. One day a patient told us he would not ride that way as you only go feet first when you are dead! He had a point, so we complied with his wishes and turned him round.

Once again I felt that it would be better to transfer to the West Riding Service, and once again the men in Leeds said you will not like the way they work. I did make the move to find out all too soon the City men were correct. We had on the station a well worn-out Daimler, a couple of diesel engine vehicles which just about shook you all over the place, a new Morris with petrol engine and later a new similar type dual purpose ambulance with a large top-heavy-looking body. This was fitted with a blue light on the roof, which we were told was to be the thing of the future, as the orange flashing lights mounted on the front, it seemed, were illegal. The idea of a revolving light was so it could be seen from all directions. We often worked single-manned, so if you were out alone it could mean a call by radio to attend an accident, then perhaps getting help from the public to load a patient.

As the days went on I became more fed up with the way things were run in this service, we also had to clean under the vehicles, wash and polish floors, clean toilets, stoke the boilers, shift coke and even sweep the yards.

One Friday afternoon after I had arrived home for my weekend off, one of the drivers came to my house with a message that I was to come in over the Saturday and Sunday. This I would not do, so of course I was on the carpet on the Monday morning. Some strong words were exchanged on both sides, so I decided that was the end of ambulance work for me. I should have taken the advice of the Leeds men! I had seen some good years in the past and many lessons were learned so a complete change would be something I was needing badly. I ended my working life driving buses — but that is another story!

Above:
A 1949 Bedford O type which has been converted by Locomotors Ltd. *VRPL*

An Israeli Leyland

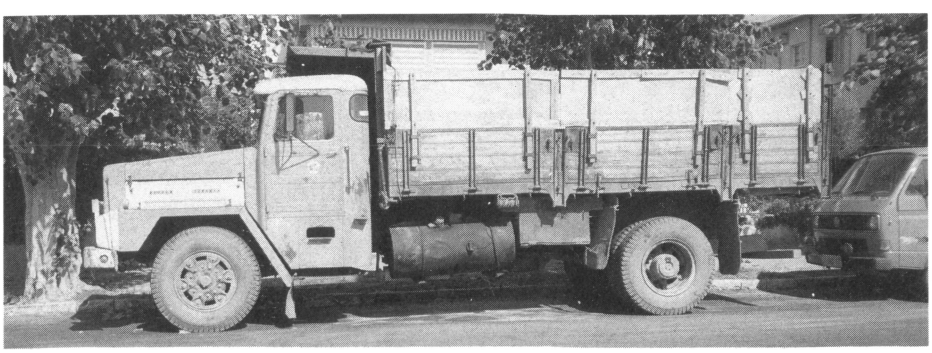
G. Rodin

I WONDER what readers make of this — it certainly puzzled an ex-Leyland apprentice . . . It is a late 1960s -early 1970s Leyland Super Beaver made in Israel by Leyland-Ashdod (nowadays Mack-Ashdod), who used to partly assemble and market British Leyland lorries and buses and coaches from 1960-73, and practically dominated the market during this time.

The Super Beaver illustrated here was the most popular model. Early types looked very much like the British export models. However, toward the late 1960s this type of cab/front end was developed and I am pretty sure it was unique as far as Leylands go. It is far removed from its British ancestors — when was the last time you saw split wheels on a UK lorry? The heavy bumper and radiator grille guard are very typical of Israel, and notice the air-cleaner as dust is a problem in this region — as is severe heat. The engine is almost certainly an 0.680 unit and was advertised as having 220bhp. Exhaust and inlet manifold were on the same side, as far as I can remember and they had an unmistakable sound, dominated by a strong gear whine. This vehicle has a manual gearbox, however they were also available with a Wilson semi-automatic box.

Once popular, the type is becoming scarce nowadays, although this one seems to be working for its living carrying logs on its typical Israeli wooden tipper body. It looks remarkably original, but remember it is a 20-year old vehicle.

Sadly these vehicles, along with other Leyland types, such as the Chieftain 12 tonner with Ashdod Vin fibreglass cab and a 106bhp six-cylinder diesel engine and some 'ergomatic' types which were nicknamed 'Television' in Israel — (guess why!) are destined to disappear as there is no HCVS or similar movement in Israel. Maybe a wealthy enthusiast might ship one here for a permanent home in preservation?



MIGHTY ANTARS IN AUSTRALIA

Graham Gittins

'HUGE' WAS hardly the word to describe them, as never before had such giant vehicles been seen in Australia. On the move the Antar Road Train was a formidable sight. Consisting of two prime movers coupled together, in front of the trailer, or on occasions one at the front and one at the rear.

In 1953 the Snowy Mountains Hydro-Electric Authority imported into Australia three Thorneycroft/Rover Antar prime movers at a cost of A£20,000 each. Such equipment was necessary to transport indivisible power station transformers and associated equipment over rugged steep terrain, using little more than bush tracks to otherwise inaccessible dam and power station sites.

Each tractor carried 13 tons of ballast and depending on the load and gradient the assembled train travelled from a creep speed to 18mph. On one move to an underground power station carrying a full 120-ton payload, the speed was 4.2mph and the fuel consumption approximately 1.2mpg of diesel fuel per train of two units. Each prime mover was fitted with two-way radio to enable the operators to communicate with each other.

The Thornycroft Co designed the Mighty Antar in conjunction with the Rover Co in 1949, for the Iraq Petroleum Co Ltd, for the transportation of 7-ton, 93ft-long oil pipes across the Iraqu and Syrian Deserts.

Unfortunately the Snowy Mountains terrain, combined with the enormous heavy loads caused many problems for the Antars and the Authorities transport workshops. Mr Bert Knowles, Superintendent of Workshops, during the 19 years the Antars were in use, kept meticulous records of all work carried out on the vehicles from their first service, and the log books are still in his possession.

A big problem was keeping an oil supply to the differential bearings on long — up to 7-mile steep (12.5%, or 1:8) descents — leading into the underground power stations. With the assistance of BP Petroleum, the Authority carried out a major modification which solved this problem and the modification was later adopted by Thornycroft for all Antars, working in similar conditions.

The original Rover Meteorite V8 18-litre diesel engines, also did not prove entirely satisfactory and in 1960 they were replaced with Rolls-Royce C6TFL units which beefed out 300bhp (224kW) at 2,100rpm compared with the Meteorite's 250bhp at 2,000rpm.

The six-cylinder Rolls-Royce engines had a 5.125in by 6in (130mm×152.4mm) bore and stroke, and a compression ratio of 14.1. At 12.15 litres it was much smaller in capacity than the Rover although its maximum torque at 860ft/lb at 1,300rpm gave it more power than the Meteorite's 728ft/lb at 1,200rpm.

The original Thornycroft four-speed gearbox was coupled to three-speed constant mesh auxiliary boxes, giving 12 forward and three reverse speed gears.

Ratios for the main box were:

1st — 6.0:1
2nd — 3.14:1
3rd — 1.68:1
Top — Direct

The auxiliary box had an overdrive ratio of 0.735, underdrive at 1.728 as well as the direct drive down the middle.

The tandem drive rear bogies were fitted with a third differential double reduction gearing using a worm gear and epicyclic train with a ratio of 14.4:1. The overall gear reduction was quoted as 149 to 1.

Each prime mover was 26ft 6in long, 10ft 3in wide and high and tared at 20 tons. Minimum ground clearance was 15.5in using 1,400 × 24 tyres. Air pressure brakes and hydraulically assisted steering completed the componentry.

Notwithstanding the problems with the prime movers, during the two decades of service with the Snowy Mountains Authority, the Mighty Antars successfully delivered, on time, more than 20,000 tons of plant.

The 120-ton transporter was produced by Crane (Dereham) Ltd to the Authorities specifications, and cost A£35,000. The specifications were: hydraulic suspension; hydraulic jacking system; hydraulic steering arrangement to enable the whole road train to be manoeuvred in the most awkward places. Loads had to be easily placed and removed from the trailer; the trailer had to be able to be converted to either a side-girdered or well-based unit; plus adjustability of the travelling height of the trailer to enable compensation to be made for irregularities in the road surface.

A major factor in the decision to purchase the Crane trailer was its impact on roads. Having a tare of 40 tons and 16 wheels the fully loaded trailer imposed 10 tons per wheel on the road. Arrangements were made to shore up any bridges on public roads over which the train travelled.

With the winding down of the construction stage of the Snowy Scheme, the Antar Road Train was auctioned in 1975. The prime movers had travelled 12,000 miles in their work for the Authority.

For a while the units were lost track of and their history became a little cloudy. It is believed the Crane transporter returned to England. At one stage the Antars were to be shipped overseas to be used as tank transporters, but the Australian Government stepped in and refused to allow their export on defence grounds.

They next turned up moving overburden and slack coal at a coal washing complex about 30 miles south of Sydney. Two of the Antars had been fitted with tipping bodies, Roc hoists and air-operated rear gates. They worked a 24hr five day a week routine — from midnight Sunday until midnight Friday, weekends were

Left:
A Mighty Antar Road-train in dark green livery hauls its first payload through the main street of Cooma, in February 1954, headquarters town for the Snowy Mountains Authority.

Below left:
The Crane transporter in its girdle-sided configuration. One Antar pulls the other pushes.

Below right:
Converted to a tipper hauling coal slack 24 hours a day and five days a week. In yellow livery, but scrapped in 1987.

spent in maintenance and part replacement. The third Antar was 'cannibalised' to provide parts for the other two prime movers.

In 1987 the Antars became uneconomic to run. The Rolls-Royce engines were removed and fitted into Kenworth Dart trucks and the Antar bodies sold as scrap for A$45 a tonne.

More than 750 Mighty Antars had been delivered to all parts of the world, mainly to petroleum companies, civic contractors and the defence forces of British, Commonwealth and foreign nations. For old time sake the Snowy Mountains Authority has retained one of the Antar grille badges. The maintenance, spare parts list, instructional manual and complete plans for the Crane trailer have been lodged in the Authorities library.

PACIFICS ACROSS THE CHANNEL

Ex-USA Dragon Wagons

Malcolm Broad

Following the query raised by Mr T. F. Howard on page 156 of *VR No 20* many readers wrote in with the answer and the details, which we have incorporated in this article. However, the brief story of these tractors is now given.

The US built Pacific Car and Foundry TR1, 12-ton 6×6 tank transporter tractor dates from 1943 or early 1944. In US Army terminology it is known as 'Truck, 12-ton Tractor, M26' and was used in conjunction with a Fruehauf 40-ton eight-wheeled semi-trailer, M15 to become Truck-Trailer 40-ton Tank Transporter M25. The tanks were loaded via ramps at the rear of the trailer, the tank tracks passing between the rear wheels, with special extra ramps being provided over the wheels to protect the tyres when wider tanks were being carried.

These machines were propularly known as 'Dragon Wagons' and were designed in 1942 by the Fruehauf Trailer Co who initially sub-contracted production to the Knuckey Truck Co (who designed the tractors chain driven rear bogie) and later to the Pacific Car and Foundry Co (the modern day Paccar, who own Kenworth and Foden). The vehicles were powered by a Hall Scott 440 six-cylinder petrol engine of 11,090cu in developing 240bhp at 2,000rpm with a fuel consumption of about 1mpg. Drive was via a four-speed gearbox allied to a three-speed transfer box giving 12 forward speeds with a shaft driven front axle and via the Knuckey chain drive to the twinned rear wheels shod on 14,00×24 tyres. Three winches were fitted, one at the front with a capacity of 35,000lb and two mounted behind the cab armour with a capacity of 60,000lb each. A ringmount was fitted at the back of the cab, centrally above the rear side hatches.

The heavy armour proved to be of limited practical use, however, and the M26 tractor was therefore modified in 1944 with a soft skinned cab, bearing the code M26A1 and the M15 trailer was also modified and uprated to become a 45 tonner designated M15A1. The increasing weight of tanks brought into service began to impose unacceptable overloads on the fifth wheel to the detriment of both tractor and the roads of the period and the British Army in fact experimented with an M26 tractor modified for drawbar use with ballast box and large, single 21.00×14-tyres; while the Americans continued to experiment with various double ended designs to lower the axle loadings.

The M26A1 tractor became well known after the war in this country as the basis for the much modified heavy haulage units operated by Wynns of Cardiff and Newport. The six they owned being given the following names — 'Challenger', 'Conqueror', 'Dreadnought', 'Enterprise', 'Helpmate' and 'Valiant'. First fitted with Hercules engines and later Cummins powered, the best known was 'Dreadnought' finally rebuilt and re-registered in 1968.

The reference to the vehicles being an ex-French military unit is probably correct as the French used the Pacific tractor in both armoured and soft-skinned form for many years after WW2, much the same as the British used the Diamond-T 980/981 (re-engined by Rolls Royce), as the French built heavy tank transporters of the late 1940s and early 1950s remained in the experimental stage, as produced by Willeme and Berliet until the development of the Berliet TBO15M3 6×4 and TB015A 6×6 for 50-ton tanks from the 1960s. The French Pacifics were very probably re-engined but the reference to the vehicles having a 12-cylinder petrol engine is a mystery as only the Panhard EBR eight-wheeled armoured car was thus fitted among French military vehicles in early postwar years to my knowledge, although the experimental Berliet T12 10-ton 8×8 tractor had a V12 petrol engine in 1955.

It is certainly interesting to see that some of these impressive machines have survived in original military condition and hopefully can be saved for posterity.

Nigel Hay

POSSIBLY THE most remarkable and awesome vehicle to come out of World War 2 was the 6×6 M26 Tank Retriever. Known as the 'Dragon Wagon' or Pacific, it was in fact based on a design by the Knuckey Truck Co of San Fransisco. Knuckey built the first prototype in 1942 and the contract for production was awarded to the Pacific Car and Foundry Co a company who had the production capacity for such an undertaking.

The unit itself was powered by a Hall Scott ohv 1090cu in petrol engine — its six cylinders developing 240bhp at 2,000rpm. The rear axles were driven by a centre pivot type chain-drive. The cab was armoured to enable recovery to take place in combat situations. Three winches were built in: the front with 35,000lb capacity and the two rear ones a load of 60,000lb each. The Pacific also had a fifth wheel coupling to enable it to tow a trailer capable of carrying a 100,000lb (44.6-ton) load. The Weight of the Pacific tractor unit was approx 49,000lb (21¾-ton).

The dimensions of the M26 tractor unit are: Length, 25ft 4in; width, 10ft 10¾in; and height, 10ft 4in. The top speed was approx 26mph with a fuel consumption believed to be about 1mpg.

A total of 1,372 were built and a soft skin cab version (type M26A1) was also produced, both types being capable of being coupled to the M15 trailer.

Vintage Warbird and Military vehicle collector, Rod Cadman, had mentioned several times during the summer of 1988 that he wanted one, but no-one knew of any. I remembered seeing some in the scrapyards of Europe, but exactly where? After many telephone calls and trips to the various junk places — all fruitless, Mike Stallwood, the well known military vehicle dealer, stumbled on not one, but three, in a yard 50 miles into the Pas de Calais. Rod and big-brother Rex went over to view these monsters and although all the winches and fifth wheels were missing, Rod agreed to purchase all three vehicles.

The next problem was to get them back to the UK. In May of this year, a task force of local enthusiasts boarded a ferry with two Diamond Ts — a 969 wrecker and a 980 prime mover plus a GMC 6×6 and set out for the French yard. It took half a day to drag the 'Dragon Wagons' out of the yard, and several more hours were spent trying to get one of them to run, but to no avail. As daylight faded the two armour plated Pacifics were hitched to the Diamond Ts (Rex had had three 'A' frames specially constructed by Dales of Sandwich for this purpose) and the soft skin Pacific was hitched to the GMC. The chain drives were disconnected to reduce the drag and the convoy of all convoys finally set off.

The restored trucks coped admirably with their loads, but there was a problem as the Pacifics were too wide to go through the pay booths on the French motorways. Every passing motorist looked curiously at the 25mph convoy and readers can imagine the strange looks at the Calais port control, but there were no problems. We went straight through the British customs — 'Nothing to Declare' took on a new meaning! By 2.00am we were safely in the UK.

The Cadman Brothers had several other trips to Europe and gradually all the parts were collected to rebuild one. Sandblasting revealed the original USA registration number and the first Pacific is now delighting visitors to rallies and shows and is a worthy prize-winner. The Cadman Brothers spare no expense to drive to shows and rallies wherever possible — even at 1mpg! It is also subject to a movement order and has a maximum speed of 25mph. Maidstone Vehicle Licensing were very helpful and actually registered the Dragon Wagon at two days notice when restoration got ahead of schedule.

A fourth Pacific has now been imported although only for spares. Ron now wants a trailer and certainly a tank to carry on it, making a unique and rare exhibit on the preservation scene.

Below, left and right:
Photographs show the newly restored Pacific.

Who can recall the 'Iron Duke'?

A GWR ADC Lorry

Alec Bowditch

NO, I AM NOT about to give a history lesson although, as we all should know, this title was attributed to the Duke of Wellington, Waterloo and all that! I had better begin by saying that from a very small boy I was passionately fond of road vehicles, be they steam, petrol and later diesel powered. I live in Somerset in the area once the realm of W. J. King's Sentinel and Foden steamers which we often saw on our walks to and from school, my interest could have commenced from about that time. I also recall seeing quite regularly passing through Taunton the petrol six-wheelers belonging to 'Spans the South'. Anyhow I am digressing from the story of the 'Iron Duke'.

I was the younger of three brothers by some 17 years and in the early 1930s they were relief motor drivers with the Great Western Railway based at Taunton Goods Depot. No! they were not related to the 'Iron Duke' but they did get to know him quite well for this nomenclature was given to a 4/5-ton Associated Daimler vehicle used in the Exeter District as an area relief. It was not a pretty sight, other Great Western road vehicles were blessed with the chocolate and cream livery of this famous company but alas 'The Duke' was painted in battleship grey and was equipped with a massive all metal body, and with tipping gear, manually operated. It would appear that this vehicle probably commenced its working life in the Theale, Berkshire area being used in the conveyance of aggregates from the gravel pits owned by the Great Western Sand & Ballast Co. Having probably been regarded as a bit of a brute to operate it found its way down into the Exeter District of the GWR where it was utilised as a general relief vehicle, delivering all kinds of merchandise from railhead to customer. It must be said that it was not the best type of vehicle for this work, but the Great Western Railway were 'great' innovators and its watchword was 'waste not, want not'. The tailgate on this vehicle must have weighed a couple of hundredweights. This ADC was on solid tyres, had no windscreens and illumination in the hours of darkness was by oil lamps. All drivers in the district fought shy of the 'Duke' and none were prepared to pay it any compliments. To be detailed to report to the Station Master at Cullompton, Devon for relief driving work could mean coming face-to-face with the 'Duke' plus the additional displeasure of unloading coal from rail wagons for delivery to local factories and fruit growers. (Not a pleasant pastime).

The 'Duke' worked at the Taunton Depot from time to time and passed from relief driver to relief driver. Much of the work allocated for delivery was animal feeding stuffs conveyed from Avonmouth by rail at a rate of 5/3d per ton (delivery within three road miles). Much of this feeding stuff came in the form of cotton seed cake in slab form, all unpacked and for delivery to some of the remotest farms in the area.

It was with such a load that one Taunton driver set out one afternoon to deliver to a farm near Crowcombe, once off the main road some narrow lanes had to be negotiated bordered on both sides with substantial ditches. Anyone who has had the experience of driving a vehicle on solids (tyres) (and I have not) will know that to touch the soft verge of a country lane usually meant ending up in the hedge, or worse still, a deep ditch. This in fact happened to this unfortunate driver and word was eventually conveyed to the local RME (Road Motor Engineer) garage at Taunton that the 'Iron Duke' was ditched. A rescue vehicle with garage staff was sent out to the site, the load transferred and, while on the hard road with plenty of weight to keep the driving wheels grounded, efforts were made to recover the vehicle from the ditch. These efforts failed and with failing light it was realised that recovery would have to be postponed until next day. The 'Duke' partly blocking the road was cordoned off and protected by danger lights.

Recovery was resumed the next day, the job being supervised by the Foreman Fitter from the Taunton garage who, on a good day, could not have been described as the most jovial of persons. After much digging, jacking, and supporting the vehicle, it was finally re-roaded in the late afternoon when the foreman instructed the hapless driver to drive to the farm, turn the vehicle, and proceed back to base. Having turned the vehicle he commenced to negotiate the lane when, you have guessed it, he touched the grass verge and he was back in the ditch on the other side! The foreman threw a fit, the air was blue and it took another day before the vehicle was back at the depot! You may wonder how I can recall these events after some 50 years plus, well one of my brothers was unfortunate in being one of the grafters in transferring the load and assisting in reloading the vehicle and it was the talk of the district for some years.

I joined the GWR in 1935 as a messenger lad and was in that capacity when war came in 1939. I learnt to drive with the RAF in 1940 and drove various types of vehicle until I was discharged in 1946. I then recommenced employment with the GWR as a relief motor driver. I did not have the misfortune to become acquainted with the 'Iron Duke' for it appears to have gone out of circulation, maybe because of its all metal construction it fell victim to a scrap drive in the war years and went into the construction of a Churchill tank! In its heyday it certainly sounded like one when negotiating rough roads on solid tyres!

Right:
An Associated Daimler type 508 4-ton lorry of c1928. The side boards are detachable with provision for a tilt. *VRPL*

E.M.ROGERS
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Haulage Contractors
DUSTON
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55511
GMK 343
J.S.GLENNON
(CONTRACTORS)
NORTHAMPTON

Foden
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F.B.ATKINS
FINDERN-DERBY
Phone
DERBY 516151
Foden
Diesel
NG 6631
TRUCK & BUS
DISTRIBUTORS

Colour Scene

Opposite, above left:
A superby restored 1937 Albion model PL557 6 ton lorry. The chassis originally had a van body, but is now in the livery of R. M. Rogers (Haulage), of Duston, Northants as seen at Classic Commercial Motor Show at Crickstop on 4 June 1989 organised by the Commercial Vehicle & Road Transport Club. *C. P. Dowling*

Opposite, lower left:
At the same event this 1933 Foden S type entered by Brian Hallam of Burton-on-Trent. This vehicle was new to West Norfolk Farmers Manure Chemical Co-operative (Kings Lynn) on 25 March 1934. It has been fully restored to F. B. Atkins livery and includes a moving floor on both lorry and trailer. *C. P. Dowling*

Above:
This Thornycroft Sturdy dates from 1949, and was photographed at the 7th Midlands Commercial Vehicle Rally at Bewdley on 18 June 1989 where it was entered by D. Roberts. *D. Badger*

Right:
A 1930 Foden overtype 6 ton steam tractor, the wheelbase is 10ft and there are only two gears. It was seen at many steam rallies a few years back. *T. Brown*

My Years of Driving

S. E. Nash

I FIRST started driving on 28 July 1928 and still have all my original licences. My first job was driving a new 2-ton Morris Commercial for the Swallow Box Company of Harding Street, London, E1 and my wages were £1 per week. I left that job to drive a bull-nosed Morris open car for Union Jacks Corn Care Co Ltd of Bow, London E3, and here my salary was £1.5.0d (£1.25) per week. From there I went to work for Hopsons & Sons, sawdust merchants for £1.10s a week, driving a model T Ford on solid tyres. Unlike today we were able to move from one job to another and that is how we bettered ourselves. I then started working for the Far Famed Cake Co of Poplar and this time a left-hand drive 10cwt Ford model T which had a front windscreen but no side windows, and the headlights were oil lamps which had to be lit by hand. I was working all round the south coast, and there was no 'nights away' payment, so I used to sleep in the box.

After that I went to work for the City and Suburban Carriers of Stepney Green, who had a fleet of T type Fords with left or right hand drive but all with solid tyres. The load of parcels used to go right out on to the tailboard and we had a van boy hanging on a chain or rope on the back. These lads were called 'tail-board monkeys'. When the van was loaded, we used to start the engine on petrol, then changed over to paraffin for the rest of the day. I delivered and collected in the Kensington and Chelsea area from early morning until late at night. The firm had a little rhyme known to all drivers — 'City and Sub; all work and no grub'! We got a parcel and petrol bonus which I believe brought our wage up to about £3 per week.

From here I held several jobs, one of which was driving an old solid tyred Thornycroft with no windscreen and only a sheet for protection from the weather, and the radiator cap was a cork. The owners of the lorry was Linden Transport of Maroon Street in Limehouse, London, E14, who used it to carry large tanks of printing ink under contract to Ault & Wyberg of Penge in SE London. This particular lorry had a large overhanging extension at the rear, so that every time I hit a dip in a factory entrance it tipped up on its back and had to be pulled down again so that the front wheels would be on the ground!

I then went to work for E. Hall of the Eagle Tap Brewery in High Street, Poplar and drove an RC type Commer with solid tyres, and a gear change lever under the steering wheel. (The Linley pre-selector — ED). I also drove all types of AEC lorries for Boutts Bros of Bow Road. I have driven all makes of cars, some with gate change, including Austin 12-24, Erskin, Essex, Packard, Bean Crossley — in fact so many different types it makes my head ache trying to think of them all, but all good experience.

In 1930 I started work for PX Carriers of Pennyfields, Limehouse, London, E14, and after being with them for five years my foreman suggested I take a test to drive heavies. This I did and was passed on 5 October 1935 by the Metropolitan Traffic Area, Romney House, Marsham Street, SW1 and had Licence No N.48726. By 1939 I was carrying heavy machinery for munitions and also live shells.

I was called up for the Royal Air Force and trained for crash recovery of aircraft. I finally ended up with a 60ft Commer N5 'Queen Mary' with wide loads accompanied by an escort. I travelled all over the country. When we were under escort I used to get out of my seat, still going at speed, and hand over to my co-driver. I remember one night we had to put up at Stone in Staffordshire at Mrs Ashbys digs which was right opposite the cemetery. I went to the pictures and my driver went on the beer, but he never came in all night and was found next morning sleeping on a tombstone in the graveyard! On one occasion we had to collect an Airspeed Oxford which had its landing gear jammed down and hanging over the side of the trailer. We were taught to tip the aircraft from side to side to get it over parked cars. While parking up overnight in a car park, the landing gear went through the roof of a car and we towed it round the car park and did not know we had an extra piece of load! The owner called the police and we were worried for a while, until the police found that the car had a road tax which had expired six months previously, so all complaints against us were taken no further!

I remember we had to pick up a plane from Carlisle and take it to Wantage. It transpired it was the aircraft that had been piloted by Rudolf Hess who had landed it in Scotland and promptly been arrested. We had to deliver the plane to Wantage for a National Savings Week Campaign, but by the time we arrived at our destination, it had been stripped to a shell by souvenir hunters!

After the war I went back to work for PX Carriers. On 13 December 1945 I was fined 10s (50p) for speeding, — 21mph — with an articulated lorry. Four years later I was caught again, this time doing 32mph and was fined £1. It seems strange when you compare the speeds, and the fines, with those of today!

I left PX Carriers in 1950 and started work for G. L. Bakers with a vehicle on contract to Marks and Spencers. This contract was taken over by BRS, Victoria Park Group, which was commonly known as Well's of Cambridge Heath Road, Hackney. While working for them I drove a Ford 7V (Reg No JXB 759) and a Commer Superpoise (Reg No KGX 708).

Going back to the yard at Stepney Green on Saturday lunchtime I spotted a fire in an upstairs flat. I stopped my lorry and grabbed the two fire extinguishers from the cab and ran up the stairs. The place belonged to a 'Wooly Woofter' who was prancing about trying to put the fire out with a small bowl of water. By this time,

Left:
A 1920 model T Ford tipper at Havant Rally in June 1989. *Ken Reid*

the curtains, furniture and some of the carpet was alight. I used the extinguishers to put the fire out and then went downstairs just as the Fire Brigade were arriving. But when I got back to my vehicle there was a police constable booking me for obstruction! The Fire Officer came and spoke to me and instead of thanks, he gave me a ticking off for using fire extinguishers in a confined space and said I could have gassed myself with the fumes from them. At this moment a Police Inspector came on the scene and asked the constable what he was doing, and he told him he was 'booking this driver for obstruction'. The Inspector had a word with the Fire Chief who told him that I had put the fire out before they arrived, and the Inspector then asked the constable where he was when this was happening. He said he was in the police box having his dinner! The Inspector told him not to book me, but report to him when he got back to the station! However, when I got back to the depot, I was given a rollicking for using up the fire extinguishers! That was one of those days when I just could not win!

I worked for BRS until approx 1962 and then got a job driving a bus for London Transport from Poplar Garage. I finally retired from driving in 1971.

Above:
A rebuilt 1948 Fordson 7V van used to collect cloth from a dyeworks. Seen on Trans-Pennine Rally and now preserved. *P. J. Gray*

PRESERVATION SCENE

We intend to include this new feature in every issue of VRS and to cover all types of vehicles. News, which must be kept brief, should be sent to the Editorial Office in the first instance. Photographs, where applicable, will be welcomed, and can be returned after use.

Compiled by
Andrew Fieldsend

The latest news from **Sandtoft Transport Centre** is that Bradford 834 (LHN 7884), a BUT/East Lancs trolleybus, returned to service here in time for the gathering at the end of July. Also in service as planned, was Bournemouth Sunbeam MF2B trolleybus, 297LJ, making a brief visit from the Black Country Museum.

Some alterations have been made to the depot allocation, the merits of each vehicle being measured using a points system. The possibility of some vehicles being stored out of service is presently being considered. Two vehicles are expected to leave Sandtoft in the very near future, these being JWW 375 a Sunbeam/East Lancs trolleybus, formerly Bradford 845 and Felix Motors of Hatfield 42 (8176 WY) a Roe-bodied AEC Regent V.

The Long Shop Museum at Leiston, Suffolk is well worth a visit. Housed in part of the old Garrett Works is an extensive collection of exhibits covering all aspects of the company's manufacturing activities. Very helpful attendants are on hand to answer visitors' questions, and the vehicles have been restored to a very high standard. The current project is the Garrett 4CD steam roller No 3426S of 1923 vintage. This was recovered from Ibiza in 1976 and is externally in good condition. An appeal for funds has been launched to allow the roller to be equipped wiith a new boiler and tubes along with other work. A rare Garrett trolleybus, ex-Ipswich Corporation is also owned, but its restoration will be a major task.

Work continues at the **Ipswich Transport Museum**, following the transfer of its vehicle collection to Priory Heath, one of the last items to be moved being the track for the building site monorail system! A new addition to the collection is DPV 68D, an AEC Regent V with East Lancs bodywork. The last of this type to have been purchased by Ipswich Corporation. The bus which is structurally sound, was donated by a driving school.

Right:
This ex-Portugese tramcar No 176 undergoes refurbishment to turn it into a waiting room at the Black Country Museum, Dudley. Tram No 161 will provide the frame for Wolverhampton car No 49 after modification. *Denise Plum*

RESTORING A LEYLAND CUB

FK7 FIRE APPLIANCE

A. Robson

FIRST, I MUST say a word of thanks to Sub-officer Craggs and his colleagues of the Blue Watch of Tynemouth fire station in the Tyne and Wear Fire Brigade. Not only for their help in the preparation of this article but also for moving the Leyland Cub FK7 to a position where I could take the photograph.

Fire appliances until the late 1930s were usually without any covered accommodation for the crew, other than a windscreen for the driver. The normal layout was an open machine with a bench seat for the driver and officer-in-charge to sit upon. In most designs the firemen were expected to stand on a running board along the lower side of the body that formed the lid of the locker, and to hang on to the escape ladder above their heads or grab handles on the body. A long ride on an open machine in the pouring rain would not be my idea of comfort, to say nothing about being already soaked from the water used on the fire. I take my hat off to any fireman who rode those open machines to and from fires in years gone by.

The new appliance must have seemed like the best thing since sliced bread to the firemen of Newcastle-upon-Tyne in 1937. The Leyland Cub semi-limousine, registration No EBB 302 (Brigade No 9) entered service with two other identical appliances (EBB 303 and EBB 304) with the Newcastle City Fire Brigade in 1937. The FK7 model represents an example of the transitional appliance from the completely open machines to the totally enclosed ones we recognise today. No 9 was fitted with dual ladder brackets to carry either a 50ft wheeled escape or a 35ft Ajax extending ladder. It also carried an 80gal first-aid water supply tank fitted under the forward-facing seat in the crew compartment. The pump was a 250gal/min Gwynne, which was mounted under the rear-facing bench seat in the crew compartment, behind the driving position. The pump controls were set in recesses between the driving compartment and the crew accommodation on each side of the vehicle's body.

Newcastle-upon-Tyne City Fire Brigade in the years before World War 2 was a police fire-brigade. Men serving in the brigade were either whole time firemen or auxiliaries drawn from police officers patrolling the city streets. If an appliance left a fire station on a shout and required further crew members to complete its complement, more police/firemen would be picked up by the appliance on the way to the incident from their regular police patrol duties. These auxiliary police/firemen were trained in fire-fighting, and a nucleus of whole time fire/policemen maintained the appliances and equipment at fire stations around the City. The extra auxiliary police/firemen were only called when there was a major fire.

When I looked at the crew space on the Leyland FK7 I tried to picture in my mind how half-a-dozen or even eight burly police or firemen squeezed into such a small space. The accommodation for the crew consists of two trans-bench type seats, facing each other. When it was supplied to the Newcastle Fire Brigade the FK7 was fitted with 32in by 6in wheels. A set of 750in by 20in tyres have been donated by the Goodyear Tyre Co for use when the rest of the restoration is complete.

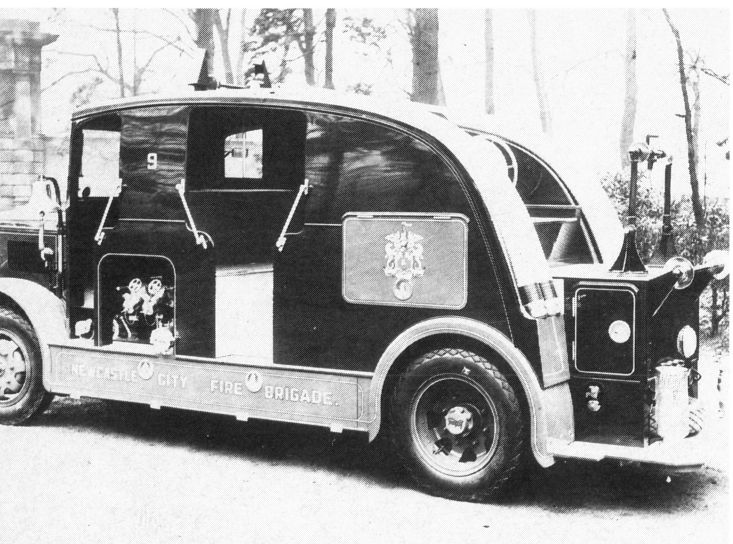
All three of the FK7 machines attended the big paint warehouse fire of Dampney of Shieldfield when that went up on 15 July 1937. Another big blaze attended by No 9 was the Manors Railway warehouse fire in New Bridge Street during the Blitz in September 1941. This fire raged for several weeks as the warehouse was stuffed full of very highly combustible foodstuffs. Many weeks were spent by the overstretched firemen and their machines in damping down that conflagration.

No 9 was in service in the Newcatle area until 1965 when it was stood down as an active service appliance. It was then transferred to the Driver Training Division. The 350gal/min Gwynne water pump was removed to help save weight and make the vehicle more economical on fuel. My own personal experience with 1930s petrol-engined fire appliances are that they have an insatiable thirst for petrol. So the Leyland Cub six-cylinder engine would be of the same school I think. Some years ago I helped to collect two turntable ladder appliances that were being sold out of service from the Liverpool fire brigade's workshops at Speke airport. One was a Leyland Metz TL and the second a Leyland Merryweather TL. All of us that formed the collection crew were stunned at the rate these two beasts drank petrol at the rate of about three to four miles to the gallon. It seems the driver training unit of the Newcastle and Gateshead fire service were of a similar mind with their new acquisition in 1965, as a weight reduction exercise was carried out. All but essential eqipment was removed in an effort to make the FK7 Leyland Cub EBB 302 more economical to run.

After two years in the driver training unit No 9 was sold out of the brigade's service in 1967. It went to commercial

Below left:
The machine as new in 1937, but without ladders.

Below right:
Another view of the machine when it was new in 1937.

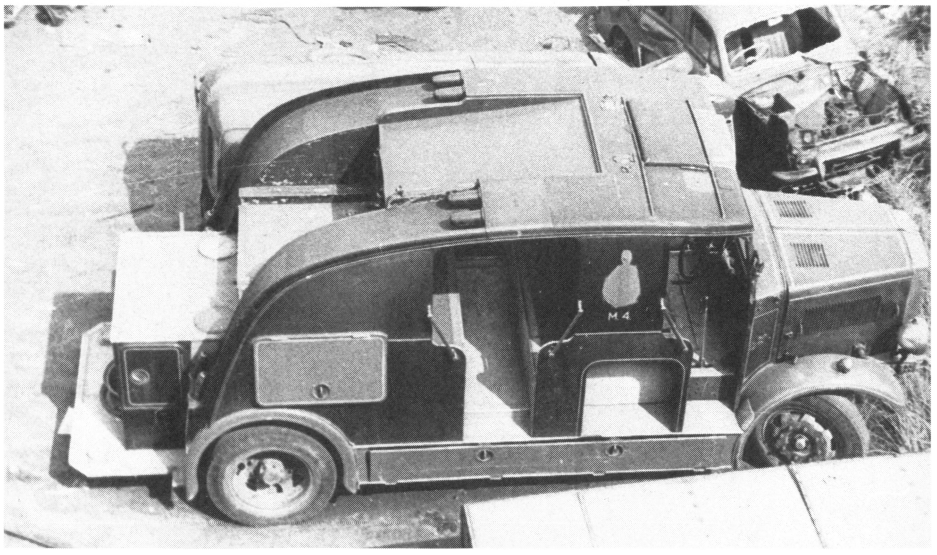


vehicle breakers, Wishaw Garages of Gateshead upon Tyne. The stripped appliance was purchased from Wishaw Garages by Mr Jopling of Birtley who modified the vehicle to accommodate a hydraulic crane so that the vehicle would act as a recovery wagon for his fleet of luxury coaches. The former No 9 semi-limousine pump escape served Joplings Coaches as a breakdown wagon until the early months of 1981. After surveying the vehicle, at that time Mr Jopling decided to lay the vehicle up until he could get around to restoring it back to a fire-fighting vehicle. The Leyland FK7 settled down under a canvas tarpaulin to slumber away some handful of years.

It was at this point in time that officers and firemen of the Tyne and Wear Fire Brigade became aware of the existence of No 9 at Joplings Coaches. After prolonged negotiations with Mr Jopling for the purchase of the machine, a deal was struck and a price agreed. Then a collection was taken up among both retired and serving members of the fire service to obtain the necessary amount to complete the purchase. after the machine was bought it had to be got ready for its trip back north across the Tyne to its old home ground. When the day came to collect No 9 Mr Jopling had removed the canvas tarpaulin cover and cleared a path for the collection crew so that No 9 was accessible. He had also put a battery on the vehicle to prove that the engine would still run after being laid up for so long. Mr Jopling started the engine and ran it up to prove that it would still go! Hurriedly he was asked to shut it down as someone had just dipped the sump for oil and found that what was in the sump was like sticky black toffee!

The return of No 9 to north of the Tyne was carried out by a modern Dennis, which gently towed it to her new home at Station J in Tynemouth. The Dennis is quite a TV star in her own right with episodes of 'Super Gran' to her credit. On arrival No 9 was slotted into a spare bay alongside her much younger sisters. So with the vehicle paid for, and with a small balance left over from the collection, a very careful study of the vehicle was started. The years standing out in the open under a canvas sheet had told. Much of the upper wooden bodywork was very rotten behind the metal panelling. The roof over the crew compartment was on the verge of disintegration. Swiftly Sub-Officer Craggs and his little group of helpers set to work.

The applicance's body was removed from the chassis. This revealed the true extent of the state of the woodwork. Clearly the canvas tarpaulin that had covered the vehicle when it had been stored in the open must have been porous. The roof section and the ribs that supported it were in a very poor condition. Some of the upper sides of the body were also rotten. A decision to cut out the rotten section was made. But before that was done, careful measurements of the dimensions of the old sections that were to be



removed were taken. Templates of the sections were formed as some of the wooden ribs started to crumble to bits when they were taken out. Fortunately Sub-Officer Craggs knew a reliable timber merchant who stocked properly seasoned timber. (T. Purvis and Co, Walkergate, Newcastle-upon-Tyne), who kept a stock of ash in their yard and who were equipped to band saw to the measurements and the templates that were supplied. Cut with the grain and rough sawn oversize, these sections were then taken and worked upon so that they could be let into the cab framework. The body sides which had been attacked by rain and frost were renewed with high quality marine plywood. Butting the new wooden sections up to the original called for some skill in joinery.

Before the rebuilt body was placed back on the chassis much cleaning and scraping had to be done to remove rust and the build up of mud and grease that collects over the years in chassis members. The brake hoses and copper pipelines were removed and put to one side. The brake cylinder rubbers had gone the way of all old rubber seals, but the cylinders themselves showed little or no sign of scoring or ridges that are often found in old hydraulic systems. This speaks highly of the past maintenance levels of the vehicle when it was in service. Dirt and grit have a funny way of finding their way into brake fluid master cylinders and then down into pipelines and finally into the brake cylinders. I have found the state of the wheel cylinders and the cleanliness of a vehicle's brake master cylinder is a fair guide to its past care. Regular drain-offs and flushing of older type braking systems can prevent wear. What looks like a Concours restoration when on static display, can be a machine looking for an accident when on the move. I was invited to take a vehicle to a rally for an owner, but I never got out of the gate of the company's works, as when I tried the brakes the foot pedal on this polished gleaming machine just glided to the floor! After a search of their back model stocks in branches up and down the country Automotive Products provided a new set of brake rubbers for No 9.

As the engine was easy to get at without any bodywork or mudguards in the way, work on it commenced. An internal inspection was made of the sump when the

Above:
A view of No 9 when in the Breakers Yard.

Below:
A view of the appliance when it arrived back at Tynemouth Fire station.

pan was removed, and this was coated with a thick deposit of congealed decomposed oil, like sticky black tar. Hours of washing and brushing with a stiff brush and paraffin cleared this old gummy substance away. The oil cooler was found to be totally blocked with this same black glue. The cooler had to be left for days in a bath of paraffin to break the grip of this gunge. The external oil filters received the same treatment, but here things were a little better. The reusable elements on being cleaned and then blown through with a high pressure air line were found to be fit for further use. The top of the engine in the mean time was stripped, the valve and rocker gear cleaned and examined for wear then replaced and adjusted. New rocker-box gaskets were put in place and the engine re-assembled. With this type of Leyland engine there are two forms of ignition — coil and magneto, each supplying a separate set of spark plugs. Facing the radiator and looking towards the driving position in the cab, the magneto serves the left hand set of spark plugs and the coil the right hand set. Dual ignition was common practice on fire service vehicles and quality cars until World War 1. At low cranking speeds the magneto spark is stronger than that generated by a coil of that period. If one form failed the other could be used or a combination of the two systems in case a plug in one cylinder did not spark. No 9 had an electric starter and a manual cranking handle. The starter motor protrudes into the engine compartment low down on the engine block, in line with the chassis. The dynamo is mounted towards the front of the engine higher up than the starter motor and is driven by a vee-belt pulley from the fan drive and water pump. Placed there it gets some of the cooling effect from the radiator fan.

It is intended that EEB 302 will form a memorial to ACO Norman Dodd a well respected member of the Tyne and Wear Fire Service. The late Norman Dodd gave Sub-Officer Craggs the inspiration and spur to obtain and restore No 9. Much work remains to be done but the main part is now almost complete. Local business men have gone out of their way to assist and contribute all sorts of things to make work on the restoration of the appliance possible. Screws, paint, wire brushes, etc have all been willingly given. Hundreds of stand down (off duty hours) have gone into this restoration to date. Helpful and very understanding senior officers of the brigade have smoothed the path when problems arose. I have heard of similar restoration projects in other brigades and preservation groups up and down the country. Discreet quiet corners of workshops and fire stations often have a dust sheeted occupant all polished and immaculate. When fund raising events, a gala, or an orphanage visit is requested, these appliances of yesteryear turn out for a good cause, leaving the younger appliances in the station ready for call out.

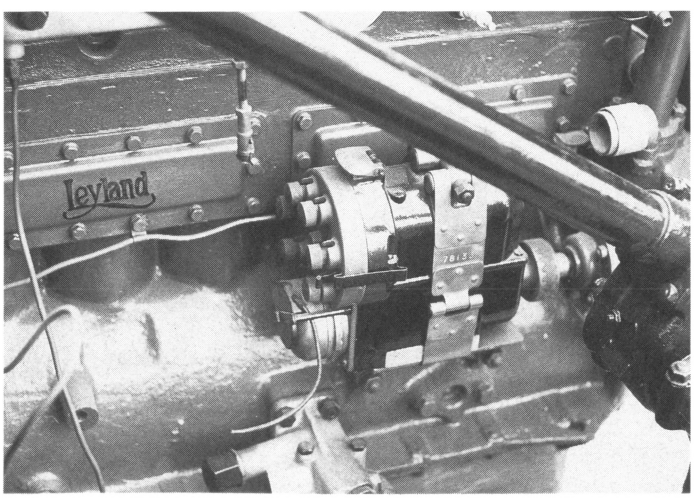
I noticed some years back, when living in the south of England, that my local fire station had a Shand Mason horse-drawn steam fire pump as a display piece just inside the office doors. A new chief officer was appointed, who gave immediate orders that the 'brass candlestick' blocking his view of the street was to go for it did not fit in with his image of fire fighting! Guess who went first, the pump was spirited away and quietly moved from station to station, out of this chap's sight, until his short reign as governor was ended. It then returned to pride of place back in its old home. Still in working order it turns out at traction engine rallies to help raise funds for the Fire Brigade Benevolent Fund.

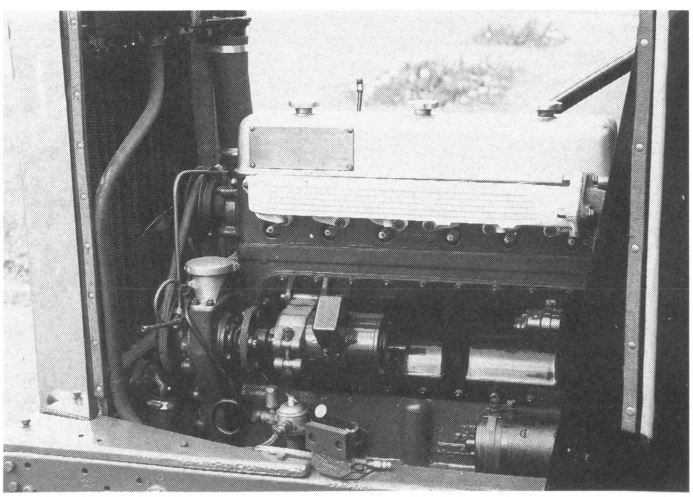
Much remains to be done to No 9 to return the appliance to something like full working order. A pump that was acquired from the brigade's training workshops has proved to be of a larger type than the Gwynne 350gal/min pump originally fitted, but no doubt something will turn up. (If a reader wants to donate a pump to fit No 9, contact Sub-Officer Craggs at Station J Tynemouth, Tyne and Wear Fire Service.)

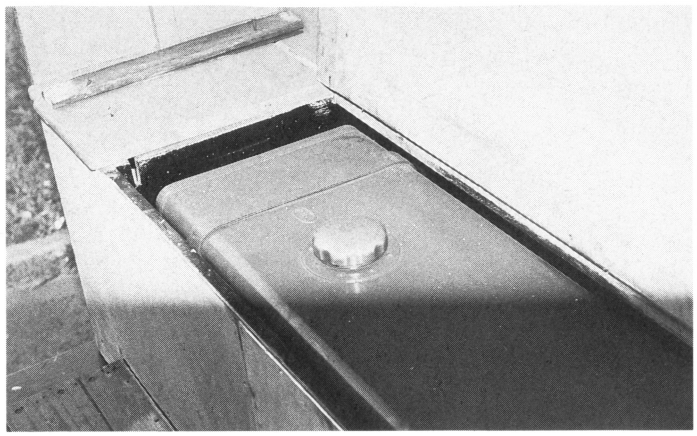
When supplied to the Newcastle City Fire Brigade No 9 was fitted with a twin set of bells, the one on the driver's side being electric and the one on the officer in charge's by a hand lanyard. The bells were mounted on each side of the windscreen level with the bonnet top. Sidelights when the vehicle first entered service were set on the scuttle, in later years these were relocated upon the top of the front

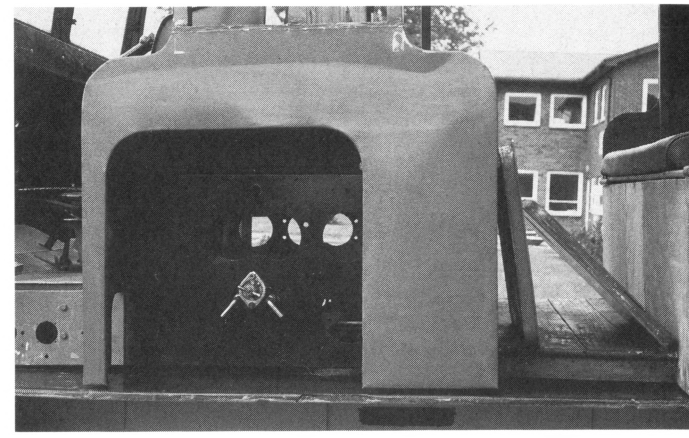
Top:
Alongside a modern Dennis and a side view with some panels removed.

Bottom:
Two views of the engine. The left hand one shows the magneto and drive.









mudguards. I suspect this was because they might have caught in the crews' clothing when they alighted or got on board the vehicle. The lower leg of the bell supports acted as a grab handle.

Headlamps were placed in typical Leyland fashion on stalks on the chassis just behind the towing eyes, so they were half way up the radiator shell clear of the bonnet side panels. A horn was for a time placed on the lower right hand corner of the radiator but from photographs of the appliance in service this was moved and replaced with a large fog lamp in later years.

Above the windscreen set in a recess on the roof line is a glass panel painted white with the word FIRE in capital letters etched in red in the glass. This was illuminated from behind by a row of electric bulbs when going to an incident.

The livery of the Newcastle City Fire Brigade was a maroon body with scarlet locker lids and mudguards. Silver leaf lining out was around the lockers and mudguards. The city coat of arms was carried on the stowage locker behind the crew compartment and the name of the brigade was painted along the locker side forming the running board. The seating compartments were painted out in maroon with red rexine seating pads. All the bright work was chromed although some brigades at this time were still ordering their appliances in polished brass.

The Leyland FK7 model carried four lengths of lift (suction) hose fitted two to a side in channels that followed the curve of the body line over the crew compartment. Quite useful in the days when firefighters had to seek the nearest water supply which might be a duck pond or muddy stream. Strainer filters were carried, being either a wicker basket that strapped on to the open end of one of the suction hoses in the stream or pond, or a copper mesh one that threaded on to the end of the hose. In later years when street hydrants became more mormal the lift hoses were more or less reserved for farm fires. The first aid water hose is fitted transversely across the body behind the crew's seating compartment.

In later years the fire brigade city crest was moved from the rear side locker doors to the body side between the driving compartment and the crew accommodation. The open cut away compartment entrances gave easy access for the crew to mount or dismount from the machine while affording reasonable protection from the elements. A communication hatch between the driving compartment and the crew section enabled the officer-in-charge to brief his crew as the vehicle proceeded to the incident. Not visible when standing at ground level is a hatch that slides across the roof over the driver's head, which gives access to the locking gear that secured the ladders on the appliance when stowed for travelling.

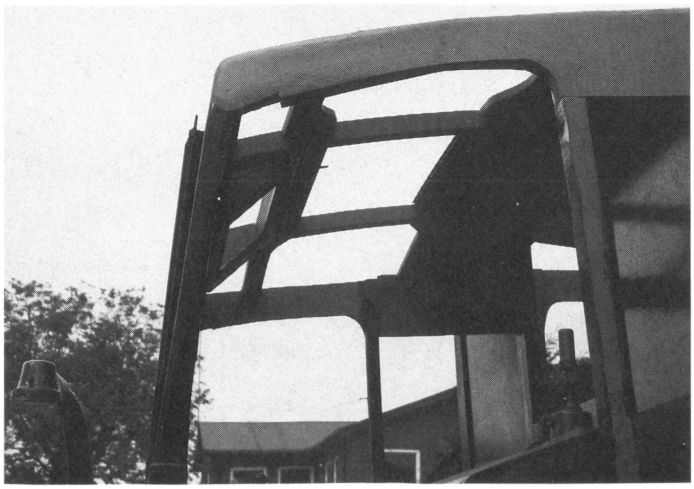
As a small boy I remember being on a trolley-bus in London going from Willesden Green to Harlesden. A fire engine that had turned out of Pound Lane fire station came down the road to the High Road past the bus garage. It stopped at the end of the Lane, but its escape ladder shot out in a graceful arc into the near side glass destination panel of the trolley-bus that had just come around the sharp curve towards Church End and Harlesden. All the people had to get off, and get on our bus. Red-faced London Fire Brigade officers and London Transport staff were still trying to retrieve the ladder out of the bus's route indicator without doing any more damage.

Well, back to the FK7. Now that the rotten wood has been replaced the metal sheathing that covered the wooden body panels are ready to be offered up. The old metal cladding was rusted through in some places from the wet rot that had crept down inside from the top edge. During by visit to the station some long awaited new panels had just arrived. Again Sub-Officer Craggs was lucky in knowing someone with a set of metal rollers and the time, skill and willingness to cut and shape the panels for him. New mudguards have been formed in a similar manner.

It came up in our converstion that one of No 9's sister appliances has also been preserved — EBB 304 is at Steam Town, Carnforth. In a more complete condition than EEB 302, work on that appliance had not started when Sub-Officer Craggs had been to Steam Town to see it. And I look forward to the completion of the restoration of Newcastle City Fire Brigade's appliance No 9.

Top:
The first aid water supply tank and new cladding to pump control recess.

Bottom:
Some of the new woodwork framing, and a close-up of the nearside front wheel.



LETTERS

Blackwall Tunnel

Sir: Further to the article by H. Howarth-Low in *VR No 20*, I can confirm that the Blackwall Tunnel was notorious for tyre scrubbing. I recall one day I was in Ray Holden's yard at Bolton, when driver Gordon Axon returned from London with Seddon 14/4/370 (329 XTC), which was almost a brand new motor in 1962. Ray looked at the nearside tyres, which were very badly scuffed on the side walls and asked Gordon where he had been. Gordon explained that the Blackwall Tunnel was the cause of the damage.

Brian Yarnold's 'Driving Reminiscences' about the weakness of the Bedford TK cab was confirmed to me one day in 1974. I was returning to Bolton with my AEC Mercury, empty across the M62, when I was forced to stop suddenly on the climb up past Hartshead Motor Services. I felt a quite gentle bump, and found a TK Bedford van belonging to Robertsons Jam had run into the back of me, causing quite severe damage to the front of his cab. The driver was unhurt, but even the most thorough examination of the rear of my AEC could not find the slightest scratch or sign of any impact.

W. G. Edge,
Cambridge

Sir: I can confirm that during the early 60s when I was employed by a firm of printers with works in London (City), Rochester and Stratford (East London), our lorry — a Commer, if I remember correctly — used to call at Stratford on a regular basis from its home depot in Rochester, traversing the Blackwall Tunnel on its journey.

On Saturday mornings it was usual for the driver to carry out any adjustments necessary to the brakes or any other part of the vehicle which included visiting the printing department to obtain any old black ink which was usually available. This was liberally applied to the walls of the tyres to cover up wear on the tyre walls.

I believe I am right in stating that London Transport fitted specially re-inforced tyres on buses working through the 'Tunnel', Because of the width restriction within the tunnel the first operation for any commercial vehicle driver was to pull in the offside rear view mirror to prevent it catching the mirrors of oncoming vehicles.

D. W. Rhodes
Gravesend, Kent

Some cleared misconceptions

Sir: I feel it necessary to comment on the following which have appeared in recent issues of *VR*.

VR No 20 — Commers. Your article is a little misleading regarding the date of introduction of the Centaur model. In October 1931 both the Centaur and the Raider were introduced at the same time. The Centaur weighed 1ton 10½cwt (1,546Kg) not 1ton 10cwt as stated. I own chassis No 46038, the 38th Centaur which was first taxed in early 1932, after having a 14 seat coach body fitted.

VR No 19 — Llandudno. Crosville operated low-bridge double-deck buses pre-War, with only the odd high-bridge vehicles pre-1940, when the war forced high-bridge buses in quanity into their fleet.

Llandudno UDC was started in July 1928 with a Guy and a Dennis Toastrack. In May 1951 two Foden's were introduced on a new service up the Great Orme. Not 1949, although about this time a two-stroke Foden coach was demonstrated, but it was not successful. The Foden's as purchased were fitted with Gardner 6LW engines to climb the Great Orme with gradients as steep as 1 in 3½.

VR No 15 — Mechanical Horses. The article perpetuates mistakes made elsewhere. The first mechanical horse was the result of designs prepared and experiments carried out by the London Midland & Scottish Railway's Road Motor Engineer, Mr J. Shearman, MIME, on the instruction of his company. This vehicle No 1G (UR 747—) was broken-up some time before November 1931. No 2G (UR 8128) was one of the first production models. It was after the successful trials of No 1G in the summer of 1930 that Karrier introduced the Colt (in late 1930). So it was not a case of the cart before the horse as suggested in the article.

Geoff Lumb
Huddersfield

Llandudno

Sir: May I respond to Mr Noel Johnson of Twickenham concerning Llandudno buses in *VR No 19*.

Personal observation confirms that the Llandudno to Rhyl service was single-deck operated in the early 1940s. Crosville were very short of double-deck vehicles during the war years and had hired in from various operators. The Llandudno area was host to a veritable army of Civil Servants during this period and traffic was heavy and required double-deckers for the section to Colwyn Bay. Hence, the West Shore to Penmaen Head service ran at frequent intervals and was double-deck operated, while the Rhyl service remained single-deck worked at an hourly frequency. Beyond Penmaen Head there was little traffic until one reached Pensarn where the holiday camping sites began. From here to Rhyl a regular double-deck service operated, again moving heavy loads during the holiday season.

Crosville were fully aware that many single-deck routes needed conversion to double-deck operation, but without the vehicles it could not be done. In 1945 the shortage was so acute that second-hand Leyland Titan TD1/TD2s were being bought from any source, some to be completely reconditioned. Typically, I recall an ex-Leigh Corporation TD1 heading through Colwyn Bay to Penmaen Head in 1946, painted in wartime grey with 'Leigh Corporation' still in evidence on the sides. Rhyl became host to ex-Wilts & Dorset TD1s and Brighton AECs.

The Park Royal-bodied Titans intended for East Kent had arrived in 1941. These allowed the cascading of the ECW-bodied TD5s which disappeared from Llandudno, so no benefit was obtained in vehicle availability. In 1947 the ECW bodied PD1s began to appear, cascading of the TD7s took place, but as double-deckers became available so Crosville were able to upgrade the Rhyl service to double-deck operation. It still ran to a reduced frequency, but within a few years it proved possible to complete the rationalisation by making the Rhyl service a regular 15 minute frequency and dispensing with the short workings to Penmaen Head. Today the service is mini-bus operated, with occasional workings by open topped ex-Southdown Fleetlines, a far cry from the days of maroon and cream Tigers.

J. H. Tonge
Chipping Sodbury, Avon.

The Root of the Matter

Sir: As a tailpiece to my letter about 'Antars, Exhausters and Coffee-Pots' *VR No 20),* I have done some simple research on the supercharging device, described therein through a trascription error, as a 'Rootes' blower, which may be of interest to other readers.

This device owes its name to the American, J. D. Root, who apparently invented his 'rotary-piston' air pump in 1870. Based on the examples of the diesel engine and the Wilson gearbox, its logical name is therefore 'Root blower', although most people seem to be happier with a terminal 's'.

The only connection it has with the similar sounding 'Rootes Group' is that the revolutionary Commer TS3 opposed-piston diesel engine produced by that concern featured a 'Roots blower' as the scavenge pump.

The references to the inventor were found in Meyers Encyclopaedic Lexicon (1977 edition) volume 20, at the University of Bath library.

Michael T. Knowles,
Munich, West Germany.

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The Scottish Motor Industry

Michael Worthington-Williams

Motor Cars of the 1930s

Ian Dussek

Shire Publications Ltd

8¼in by 5¾in 32 pages £1.75 each L

Albion, Argyll, Arroll-Johnston, are the names which are generally remembered as Scottish motor manufacturers. However, there were a total of over 60 other manufacturers, some such as Caledon and Halley who produced a range of commercial vehicles and are known, but the majority were small concerns turning out a few cars. Unfortunately, the Scottish car industry suffered severe set-backs in the 1920s and few survived, although they are all given a brief mention. The main contents refer to the big five car manufacturers. Well illustrated and informative.

Nostalgia abounds in 'Motor Cars of the 1930s' with 37 photographs ranging from the Ford Y to the Rolls-Royce Phantom III, but also briefly covering American and European cars. Obviously, in such a small book there are many omissions but the author gives a good impression of the 1930s — the time when the family car was fast becoming not merely a status symbol, but a hobby within the reach of the man in the street. Nicely presented and a good introduction to the subject.

Mini

Mark Steward

Osprey Publishing Ltd

9in by 8¼in 126 pages £7.95 L

The BMC Mini has lasted 30 years, and it is still popular, still in production and still in keeping with 'modern' cars. All of which is a tribute to the designer, Sir Alec Issigonis. Over the years there have been many variants to the basic theme, both official and unofficial, and most are shown in this excellent book, which contains 120 full colour photographs, but this is not merely a picture book for the text gives the full story of the Mini and its development and in all its various guises. This book is a 'Must' not only for Mini enthusiasts and owners, but in later years should become a much sought after volume. It is beautifully produced at an attractive price.

Bristol Goods Vehicles

A. Janes and A. Sposito

9¾in by 7in 80 pages £6.95 (+£1 P&P) L

Many people seem to forget that Bristol made their last goods vehicle 20 years before the company came under British Transport Commission control in 1948. The early vehicles were fascinating and their story and details are given very full treatment, which with the passing of time is a considerable achievement on the part of the authors. Perhaps the average road transport enthusiast may be forgiven for thinking that the story of the post 1948 production vehicles for British Road Services is rather mundane, but a quick look at this book will soon disillusion them. The story of the HG, and HA types plus the ST trailers is most comprehensive and all details have been given.

This is the definitive book on Bristol goods vehicles, with well written and factual text, over 130 illustrations, mostly previously unpublished, plus many dimensioned chassis drawings, and also drawings showing the variation in the cabs for all the BRS type vehicles. In addition there is a complete list of all the chassis manufactured, dates, customers, registration and fleet numbers etc.

The book is well produced on good quality coated paper, the photographic reproduction is first class, and it is good value for the price.

As the book is published privately it is not on sale at normal retail outlets, only specialist bookshops or direct from the publishers (£6.95+£1 p&p) — A. Sposito, 6 Lowbourne, St Giles Estate, Whitchurch, Bristol BS14 0AN.

Buses Yearbook 1990

Ed: Stewart J. Brown

Ian Allan Ltd

9½in by 7in 128 pages £7.50 H

The contents of this annual publication shows differences from previous issues, articles are longer, more details and facts are given and altogether it is a better production with 155 black and white and 22 colour illustrations all well reproduced. One of the many interesting articles is written by Stephen Morris (Editor of *Buses*) who describes the idiosyncrasies of the various buses he has driven. Another deals with the vexed question as to whether double- or single-deck buses will fill the order books in the 1990s.

Unfortunately there is little dealing with prewar vehicles or vehicles on the preservation scene, but nevertheless it is an interesting volume which is better produced than previous *Buses Annuals*.

Liverpool Transport Vol 4 1939-57

J. B. Horne & T. B. Maund

Transport Publishing Company

12in by 8¼in 258 pages £29.95 H

The previous volume described the modernisation and extensions of the Liverpool tramway system and the replacement of the fleet of obsolescent and unreliable buses. This programme was obviously halted in 1939, where this book commences.

It tells the story of the war years in a city which not only suffered severe bombing, but where its transport system was stretched to the limits by the war effort. The prewar plans were scrapped and the City's planners and political leaders decreed that the tramway system should be scrapped and replaced by diesel-engined buses. It is interesting to note that it is now 32 years since the last tram ran in Liverpool.

The book covers all aspects of Liverpool Corporation Transport, including the immediate post war years; the tram fleet and its last years; the buses — both old and new; plus the co-ordination with adjacent operators, both private and municipal.

The 15 appendices record the withdrawal and re-arrangement of services in September 1939; the diversion of tram routes following wartime damage; details of secondhand and hired buses; the bus fleet list from 1939-57; routes and depot allocations.

This is an excellent volume, well presented and produced; copiously illustrated with many photographs not normally seen, plus many well drawn maps. It is the perfect companion to the previous volumes and likewise a definitive work.

Citroen 2CV

David Jacobs

Osprey Publishing Ltd

9in by 8¼in 128 pages £7.95 L

Much of the review of the volume on the *Mini* (above) applies to this companion book, except that the text is not so comprehensive. A tribute to the reliable design which goes back to 1937 although the first production car was not produced until 1949.

The Motor Cycling Club

Peter Garnier

David & Charles

9¼in by 6¼in 222 pages £15.00 H

The Motor Cycling Club was founded as far back as 1901, but in spite of its name it has also been a club for car owners and its organising ability has become a legend in the history of the sport. It will be remembered for the pre-World War 1 events like the London-Edinburgh Run and todays Exeter and Lands End Trials, and for many rallies too numerous to mention.

The Club's history is well documented and this almost embraces the history of motor sport. A well presented volume.

BUS & COACH RECOGNITION Veteran & Vintage

G. B. Wise

Ian Allan Ltd

7¼in by 4¾in 160 pages £6.95 L

A useful reference book giving details and photographs of *some* of the buses and coaches seen at rallies etc. It is not comprehensive, as for example only one page is devoted to Commer plus two photographs — the old 1913 WP3 model and a 1937 type PN3. It is a handy guide to the models it covers providing it is not regarded as an 'in depth' assessment.

MY YEARS IN TRANSPORT – 1

J. Pickthall

WAR WAS imminent and I was working on a farm, which I did not like for there was little mechanisation in those days, and I wanted to be either a mechanic or an electrician. My career was dictated by my father – farming! However, when I reached the age of dissent (18), I decided I wanted to be out, so I applied for a position of chauffeur to a well known Lake District family, but my age and inexperience ruled that out! I then applied for a job hauling timber for a Mr Green of Silsden, but no luck there either. I decided to join the RAF so I cycled down to the nearest railway station and took the train to Bradford. Directly I was asked my occupation at the recruiting Office I was sent packing, as I was in a reserved occupation! Not to be outdone a few days later I presented myself at Carlisle and said I was a motor driver! Shortly afterwards I was called-up!

Very soon I was sent to Cardington as a member of the MT (Motor Transport) section driving six-wheeled Fordsons with V8 petrol engines. I drove about 11 miles a week, just out of the hangar for the balloon operators to practice balloon barrage techniques. I was so disgusted I remustered to Flight Mechanic (engines) and ended up in South Africa towards the end of 1940. I was on an aerodrome without planes! A mate and myself acquired a Scott Squirrel motor-cycle, which was a twin two-stroke, water cooled and it had a cork attached to a piece of string as the radiator cap. After running for a short while it used to blow the cork out, so we carried a spare can of water! we disposed of the bike and bought an old square-bodied Morris Ten, but before we got it back to base it was making strange noises. Being mechanics we stripped the engine and guess what? Yes, a wooden piston!

In a garage near Johannesburg I spotted a car under a load of rubbish, which was a Chevrolet Monster of 1940 with only 11,000 miles on the clock. The lady owner had merely filled it up with petrol, not realising it also needed oil, so the engine had seized! I bought it for the scrap value of £30, towed it back to base and having all the facilities of HM workshops it was not long before it was roadworthy. I then had a better car than the commanding officer! We used to go down to Durban for the weekend – 800 miles return. One day on our way to Jo'burg the fan belt broke, we could not locate a replacement, so carried on, however when we came to leave for the base we realised that the 6V battery was not going to see us back. We spotted the same model parked up a side street, it was dark, but there was no problem in removing the fan belt and refit it on our vehicle! We had neither tights nor neck-ties, but did the decent thing, for on the next foray we replaced the fan belt for them! The free rides ended when one of the lads banged the passenger door and the glass disintegrated, and a replacement was not forthcoming, so it was personal transport only from then onwards.

One slightly embarrassing incident involved a tender (boat) for the Canopus flying boat, which was based on the Vaal dam for training purposes. As a corporal fitter I was given an initiative test, £80 in my hand and had to come up with something suitable as a tender. I found a hull on the river Vaal, sans engine but located a petrol engine in the MT section, married them together, and launched it on the dam. We had not gone far before we were awash and with no bailing bucket I thought that we were going to sink on our maiden voyage! I thought again, we've got a water-cooled engine, so I lift the pick-up pipe and put it in the boat and pumped the water through the engine. We beached the boat and found the 'bung' was missing – what a sigh of relief!

I left Durban for Port Tewfik on a Dutch boat *MV Ruys,* which had three engines all running at different revolutions to eliminate the regular beat which could set-up material stress. The transport from the quay to the transit camp at Kasfarit was by the ubiquitous Bedford 3-tonners, and from there I was posted to 148 Sqn at Derna, near Tobruk – and get there as as I could. I covered a few hundred miles in three days hitch-hiking in all sorts of vehicles and finally arrived at the designated spot. All I could see was a small twin-engined aircraft and no sign of Halifax planes. I located a 180lb tent with a figure inside stretched out on a camp bed, the badge on the cap read 'RAAF'. I was asked to do a daily inspection on the Blenheim Mk IV Bisley, which was our means of transportation to join the squadron which has moved to Socra, near Bengazi. I looked it over and said I was not going to sign Form 700, so it was conveniently lost! We started the engines with some difficulty and had not been airborne for more than ½hr when we had to make a belly landing. It took us another three days to reach the unit. From this base in our spare time we would wander into the desert with a tin of petrol and some high tension wire and we would bring in anything from a motor-bike to a Tiger tank. My prize was a BMW combination, with self-starter, reverse gear, and even the sidecar wheel had drive. After using it discreetly, it was spotted by the CO who commandeered it as his own private transport!

I was due for some leave, and got a lift in a DC3 transport plane to Cairo. When my 14 days leave was up I reported to a transit camp for return transport. A convoy of new vehicles was due to leave for Banghazi, so I drove a Dodge 15cwt pick-up truck. After one day my back was red raw with rubbing up and down on the backrest, so I removed the whole seat and sat on a box with a blanket as a cushion. It

Left:
Typical Army transport in late '40s and early '50s. A Dodge 3-tonner converted as a troop carrier. *VRPL*

was a solid ride, and we had to do a 500 mile service en route!

After around four years I left Algiers for the Clyde on board ss *Arundel Castle* with over 1,000 Italian prisoners of war. I was then stationed near Market Drayton and to get home on leave to the northwest involved changing trains more than once, so often I would hitch-hike. One journey sticks in my mind, as I started off on a farm trailer with lambs on board, then I was covered in white dust from a Bedford lime wagon – from the sublime to the ridiculous – next another Bedford which covered me in black dust as it was a coal wagon, then from Warrington to Preston in a removal van. The last stage should have been a dream come true – an open topped Bentley, complete with helmeted and goggled driver – 'Hop in Laddie'. (Incidentally I did have a wash and brush up in a convenience in Preston). Off we set, what a lovely throaty sound. However, as soon as this sound was reached the driver throttled back and we never exceeded 30mph! But remember third class riding is better than first class walking!

I was finally demobbed complete with pin-stripe suite, Swallow raincoat, trilby hat and a gratuity of £85! After a week I applied for a job as a mechanic at a local Rootes franchise and was accepted, but before I could start I would have to join the Union. No problem, but before I could get a union card I had to be in a job! What stupidity! I decided I would try elsewhere and got a job with a contractor who was running 12 prewar Albion petrol tippers, including one bonneted type, and a later addition was an ERF rigid four-wheeler with a Gardner 5LW engine. The gross pay was £4.13.0d for a 48hr week. I was shown how to start my vehicle as there were no self-starters. Once having set the advance and retard, you went round the front end and set in the front number plate (ADT ???) was a small brass knob with a pre-set notch on the sleeve. This was the choke, and after the second or third swing the Albion would fire, but the petrol-engined Albions never functioned properly until they were nearly boiling. The RAF ones would pop and bang until really hot. One local trip with the foreman/fitter, to clear rubble from air-raid shelters which were being knocked down, and I was on my own with a 3-ton forward control Albion tipper. I was then engaged in carrying coal, slack, cork, china clay, sand etc from Glasson Dock, eight loads a day; or the Quayside in Lancaster (more than eight loads a day). After a while I asked for a rise and was told that I was getting the full 3-ton rate, but if I were driving a 5-tonner I would get another 2s 6d (12½p) a week. I changed to the bonneted 5-ton Albion tipper, but after the second week I had shortened the bonnet. I had loaded at Glasson Dock and was en route to Lancaster power station and of course had more than the legal weight of load. A Bedford pulled across me at the only traffic lights in town, and the Bedford had servo-assisted brakes – I did not stand much chance! I pushed the radiator back, and broke one side of the frame, plus some ripples in the bonnet sides.

Another time the windscreen wiper packed up. As usual with the suction type, when the engine was pulling hard the blade practically stopped, ease your foot off the throttle and it would slowly start again. It was snowing at the time and it was uncomfortable to have to put one's head out of the window to see where you were going! I was told to take a piece of wood and use it as a scrapper!

After a year I left this firm as I had been approached by a civil engineering concern and offered the chance to drive a brand new Vulcan, forward control 6-ton tipper on 36in by 8in tyres with a 20mph plate on the back. I was like a cat with two tails! My first job was to go to a building site and load 5,000 bricks by hand. Having done this the Vulcan bogged down! This happened many times after, and show it a blade of grass and it would be down to the axles! I had to tip the load of bricks, dig the vehicle out, put it on ground I had made stable with hard-core, then reload the bricks! I finally set off for the A66 Brough to Penrith road where the bricks had to be counted off at every man-hole cover where they were relaying the telephone cables undergound. The Vulcan had a four-cylinder petrol engine and I soon found it was very under-powered. Having got rid of the bricks I then proceeded to the Shap Quarries for 6 ton of concrete flag-stones. I knew Shap Fell on the A6 very well, but I was to have a nasty experience before me, for the hill gets steeper as one descends. I had changed down to second for the first section and tried to maintain a low speed with occasional use of the brakes, but the Vulcan soon started to gather speed. I stood on the brakes, had the hand-brake on, but it was no use, it continued to move faster. No way could I slow it enough to get into first gear. I think St Christopher was with me that day as I got a clear run down Hucks Brow, over the bridge at the bottom, and as the road starts to go uphill, it finally slowed down. The brakes were Girling hydraulically operated, with no pressure or vacuum assistance. I took the vehicle back to the garage and contacted a Ministry of Transport Inspector, who duly tested it, empty of course, and gave it a clean bill of health – typical, plenty of learning, but no common sense!

I continued to work for the firm for a year, but then got 'itchy feet' as I had seen the long distance lads on the A6 and I thought that it was the life for me. By chance I knew a lad who wanted to come off distance work, so we swapped jobs as simple as that.

My new employer was Florence Motors of Morecambe who ran a mixed fleet of coaches and wagons and had been taken over by one of the partners' sons of William Feather and Sons, of Colne, Lancs. Talk of nationalisation was in the wind, and Florence Motors had a licence for a wagon and trailer which was not used (it was a Leyland and a trailer which had been commandeered during the war). It had not been replaced so an ex-Wm Feather & Sons AEC Matador and trailer (GTF 99) came as a replacement. I was to be mate, or brakeman, and it was a beautiful machine, coachbuilt cab with roof-box for sheets, ropes were kept in the cab which had a sparse dash panel, but the lorry was fitted with a booster box, operated by a separate lever; dog change, you had two chances – you either hit it right and you were in, or else you started again. Top speeds varied around 40/50mph and with a 16-ton load you could run for miles in silent mesh. After a few weeks,

Right:
A 1945 Vulcan 6VF tipper lorry being delivered from the Vulcan Works.
Ian Allan Library

mainly on Liverpool-Newcastle runs, I was promoted to driver, as Jack was put in charge of Kia Ora Coaches, who had just been taken over by Florence Motors.

I stayed on distance driving and had quite a few experiences – some pleasant, some nasty. Coming away from the traffic lights in the Mersey Tunnel loaded with soap from Port Sunlight and changing the booster box into high, the lever came free in my hand. At 5pm there is a lot of traffic, so I stopped, nipped out and underneath, and found a clevis pin had come out of the linkage. I pushed the rod back into the box, high or low no matter as long as it engaged. Luckily we were in business as it is very expensive to be towed out of the tunnel. We used to call in at the Ribblesdale Cafe just outside Preston, and that is where it all happened. Tons and tons of freight was moved, tales of trailers overtaking the towing units; or in the darkness a towing pin had lifted, the driver thinks it is pulling well and looks in his mirror to find the trailer is missing!

Transport is now nationalised and it is difficult to get a job outside the System, so I decide to get a PSV licence – as an additional string to my bow. One day I had just cleaned a coach, and was called into the office for there was an Albion 6 ton, forward control, 20ft flat truck with a six-cylinder petrol engine, ex-Farnells of Nelson on the park. I was told to take it down to the railway station, to be loaded by a hand-operated crane, with a Pickfords container and take it to Waring and Gillows in Lancaster where it would be loaded with furniture, which I would deliver in Oxford Street, London. I popped in home to tell my wife to expect me when she saw me, for in 1948 there were no motorways and the best bit of road was between Lancaster and Preston. Anyway, next day I delivered the load and picked up a load from a clearing house in Tooley Street for return. I spent some time alternating between furniture transport and mussels from Morecambe when I ran according to the tide, day or night. Most of the mussels went to Newbiggin-by-the-Sea, I went to a given address and went round to the various back kitchens, dropping off the bags. I would also take mussels to Lytham where they were placed in sterilisation tanks for three days. After dropping off the next load I would pick the others up I had dropped three days earlier and take them to Dishman and Dagnan in Sheffield Market. If I could not raise a load back from there, I went to Hull to bring back a load of cement for Morecambe at a rate of 25s (1.25p) a ton.

I got a job moving my boss's brother from Colne to Blackpool and fog had hung around all that week and was really thick, but with a forward control vehicle and not too bright lights it was quite manageable in the conditions. We had the furniture loaded by 11.00am and started off, but in Burnley I was directly behind a coal lorry, and he put his hand out that he was turning right. I went to pass on his nearside when he pulled across in front of me into Bank Hall Colliery. My offside mirror, sidelamp and mudguard were grazed, but luckily I had a police car behind. I was called to appear in court as a witness, so I had a day out on expenses and was not even called to give evidence. On the way back from Blackpool the fog was still thick and it was dark and it is always worse with lights. I came across a slow moving wagon just outside Lancaster, so I decided to pass it, I got abreast of it and saw another red light in front, went past that, and yet another vehicle. I realised I was overtaking a convey, but luck was with me again, for I had just got back on to my side of the road when three of Fisher Renwicks Scammells came whistling past in the opposite direction! I took the Albion into the Morecambe garage and went for a bus to Lancaster, but because of the fog they had all stopped running and there must have been a full bus load of passengers all wanting Lancaster. I told them I was not walking, so we went round to the garage and I got the Albion out again and I did a stage carriage service to Lancaster. I did quite well out of it, and took the wagon back next morning. I told my boss, Mr Ellis Feather what I had done, and he was the only man I know who could carry on a conversation with one word 'nay' in different intonations!

Incidentally, that was the last time I drove the Albion, and the next driver who went to start it found it was right out of petrol! As it was Christmas 1948 I was busy on the coaches for within a five mile radius the coach and the driver could be hired for £1.10s. So with 32 seats at 'a bob a knob' the driver made more than the boss!

My work changed in the new year. We had three Bedford short wheelbase tippers, two wartime utility Bedford tippers, and an Austin which I used for the next fortnight. This vehicle should never have been on the road as only the essential parts worked, and then not very well! It was eventually sabotaged by another driver! I was working in Burnley on excavation work for a new Lucas factory and had to stay in digs there, however while there I became acquainted with Bracewells, Mittons and Sandown Coaches, owned by the elder Feather, brother Bill. Incidentally, at that time Bracewells were running a Daimler limousine with a Gardner 4LK diesel engine, which performed well, but they later fitted a Perkins P6 diesel engine into a Humber Super Snipe. While I was in Burnley for the two weeks, one owner-driver on the site had a bonneted Commer with a flat battery, and asked me to give him a tow start. I said you are risking it with such a short hitch, and we had not gone far when I was helped along from behind! He had started but had not got his clutch out quick enough and he now a had a dripping radiator, a bent fan and a crumpled front!

When I got back to base, I was given a brand new forward-control Commer flat bed.

To be continued.

Left:
This 1937 Albion type KL127 lorry has been in regular daily service with its present owner since he purchased it in 1966. It has been in many rallies, all the Bournemouth-Bath Runs and every Trans-Pennine (the 21st this year), seen here on the 1989 Run. *J. K. Grime*

COLLECTORS SCENE

The small Corgi lorries — 2

Pat Hammond

IN THE previous issue to looked at the range of Karriers included in the Corgi Toys range during the first 10 years of production. At this same time the catalogue contained examples of small Commers and ERFs and two types of trailer that could be towed behind these lorries together with a range of lorry loads that added realism to the Corgi scene.

The 5-ton Commer was first to arrive in 1956 as a Dropside Truck (452) and a Walls Ice Cream Refrigerated Van (453).

The truck was available with a red or blue chassis/cab and a cream body; the overall length was 120mm. It remained in the range until the end of 1962. Today a good example may cost between £25 and £30.

The Walls Ice Cream van was a very attractive model in the Company's traditional blue and cream livery. During its five year life, two different shades of blue were used for the cab and chassis. The current market value of one of these is between £40 and £50.

In 1957 the Dropside Truck was joined by a 5-ton Commer Platform Wagon (454). This may be found with either a metallic blue or pale yellow cab and chassis; both with a silver body. The cab and chassis casting is the same as that used on the Drop-side Truck and the model is of similar value.

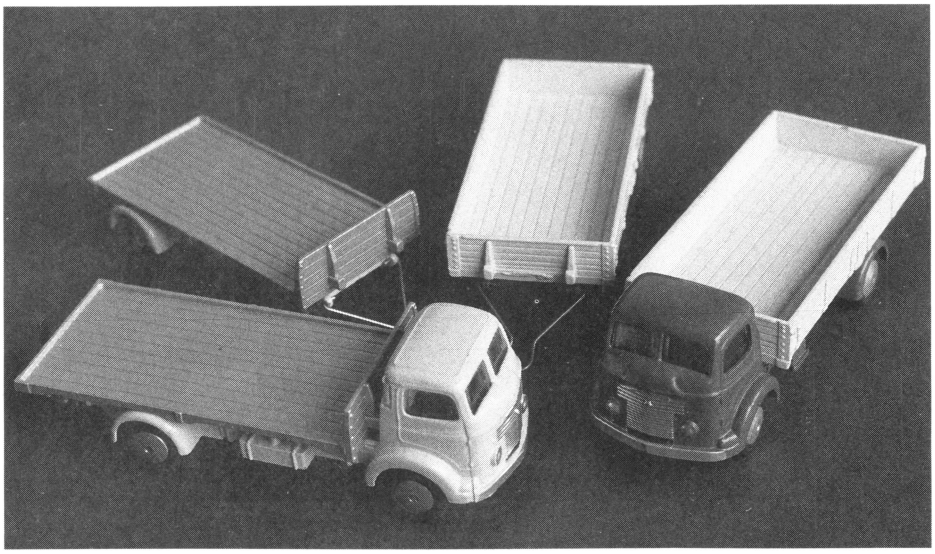
Also 1957 saw the introduction of a Drop-side Trailer (100) in red and cream to match the truck and, the following year, a Platform Trailer (101), with a front board, in silver and yellow to match the Commer Flat Lorry in both blue/silver and yellow/silver. Both trailers also came out in other

Right:
The Corgi Commer Refrigerator van (453) and box.

Centre:
Dropside and platform lorries (452 and 454) with matching trailers (100 and 101). Note wire towbars showing they are early models.

Bottom left:
Lorry loads — bricks (1486).

Bottom right:
The Moorhouses van. Note different advert to one shown in example overleaf.



colours; the Drop-side in white/cream, silver/blue and white/blue and the Platform in blue/red and blue/yellow. Early versions had a wire tow bar but the front chassis casting was later modified to include a tow bar in the casting thus reducing the cost of assembling models and at the same time adding to the realism of the finished article. Each version is worth about £10.

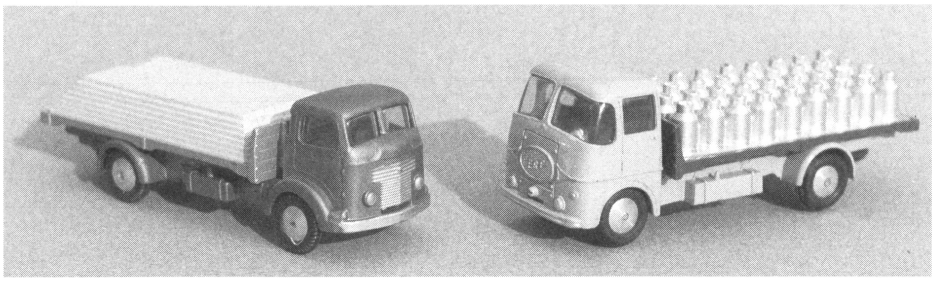
In the early days Corgi models were said to have greater play value than those of other makes. It is therefore not surprising that, in 1960, they introduced four different loads for the lorries and trailers. These were single castings exactly fitting each model. The loads were: planks (1485), bricks (1486), milk churns (1487) and cement bags (1488). These loads also fitted the lorries produced with the ERF 44G cab and chassis which used the same drop-side and platform bodies as the Commer 5-tonner.

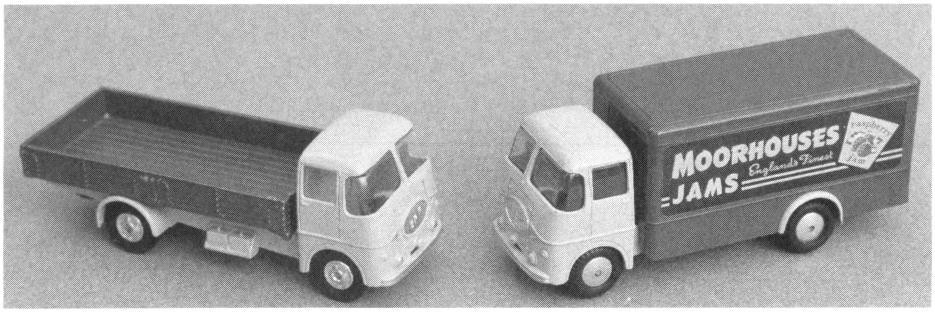
The earliest ERF was the Platform Truck (457) which was first included in the catalogue in 1958 and outlived the Commer version by two years. There were two colour schemes both having a light blue chassis and cab. One had a dark blue body and the other a white one.

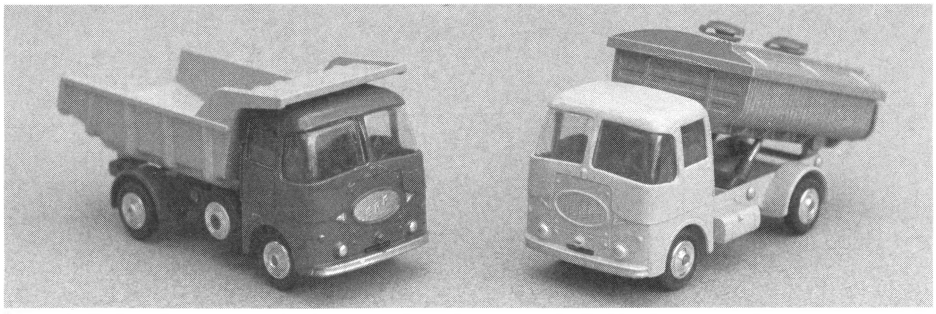
The ERF Drop-side (456) arrived in 1961 and like the platform version did not survive beyond 1964. This had a yellow chassis and cab and a metallic blue body. Both versions of the lorry sell for about the same price as their Commer counterparts.

Another body which was borrowed by the ERF from the Commer was that of the Refrigerator Van. This time it appeared in red with Moorhouses Jams transfers and mounted on a yellow chassis and cab (459). The red may be found in different shades. Like the Walls Van, it was withdrawn at the end of 1960 and today commands a similar price.

Our last two ERF lorries were mounted on the shorter 64G chassis. The earliest of these was the Dump Truck (458) which had a red cab and chassis and a yellow tipper. The other was the Neville Cement Truck (460) which came out the following year with a metallic grey body fitted to a yellow cab and chassis. In the top of the body were two apertures fitted with plastic caps. The latter were usually grey or red. The Cement Truck survived into 1966 and the Dump Truck one year longer. Either model would cost between £15 and £20 in good condition.





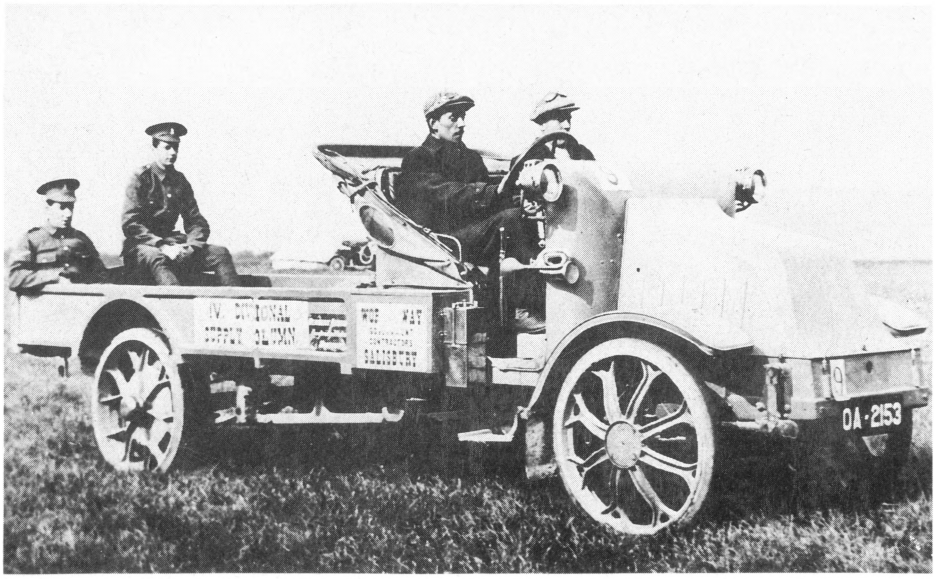


Top:
Commer and ERF platform lorries (454 and 457) with loads.

Centre:
ERF dropside lorry (456) and van (459).

Bottom:
The ERF dumptruck (458) and Cement truck (460).

MYSTERY PHOTOGRAPH



Do you know the make of this vehicle? Possibly some other details? We will give a year's free subscription to *Vintage Roadscene* to the first correct letter picked out of a draw on 29 December 1989. Letters to be sent to the Editorial Offices by that date. The winner will be advised and announced in the next issue when we hope to publish another Mystery Photograph.

The winner of the Mystery Photograph in *VR No 20* was D. A. Andrews from near Bolton and a year's free subscription to *VR* is awarded to him. Many correct answers were received but Mr Andrews was first out of the hat.

The vehicle in question is a Pagefield 32 seat bus with a six-cylinder petrol engine developing 72bhp at 2,000rpm. It appeared at the Motor Show at Olympia in 1927. *VRPL*

News . . . News . . . News . . .

Michel Doucin (Post Box 7, 47200 Meilhan, Sur Garonne, France) has written to us advising that he has a 1954 DKW 30 van, approximately 1-ton payload for sale. This is quite a rare vehicle now, made in Germany, it has a 700cc two-stroke, two-cylinder petrol engine, and apparently is in brand-new condition. Any reader interested in owning the vehicle should contact Michel Doucin direct at the address above.

✪ ✪ ✪

The Rother Valley Road Transport Society was formed early in 1989 and their collection of vehicles now includes five Crossley buses, one of which is the only double-deck Mancunian in existence; and one of the few remaining Leyland PD1A double-deck coaches with Duple body, ex-Barton. The Society has rescued from a Nottingham showman the last remaining Guy Arab Mk 3s with a Weymann low-bridge body, ex-Chesterfield Corporation. Other vehicles now owned by the Society include an AEC Reliance, Bristol MW coach, Albion Nimbus 7, a Ford Thames lorry and various other small items.

The Society is currently planning, with the co-operation of Derbyshire County Council, to build a new transport museum in the area.

Readers interested in joining, or knowing more about the Society are invited to contact — Tom Simpson, 5 Meynell Way, Killamarsh, Sheffield S31 8HG, telephone 0742 489139.

✪ ✪ ✪

Can any reader help with the original history of this ex-RAF (or MoT) Commer Commando/Park Royal 1½-deck coach? It is known to have served with the RAF in Yorkshire from 1947-58 and from then until 1962 with a Hull Cricket Club. In 1962 it was used by Primrose Valley Coach Co of Filey and Wilfred Lamb of Castlegate, Malton. From 1963-79 it was owned by the British Automobile Racing Club and used as a control and commentary vehicle. It is now owned by David Hardcastle who would welcome any details of its history in RAF service but unfortunately its original registration numbers are not known.

The Scammell Owners & Enthusiasts Club have published a 1990 calendar with a large (8¼in by 11½in) full colour photograph of a Scammell vehicle for each month. The day/date is laid down the side of each illustration in a monthly planner format. The cover shows a much modified Scammell S24 in service with the Essex Fire & Rescue Service, while the contents portray Constructors, Crusaders, Contractors and many others including a colourful view of Edwards (Amusement Caterers of Swindon) Showmans Tractor 'Starlight'.

The calendar (measuring 11½in by 16¼in) is available at a cost of £7 (plus £1.50 for P&P) from Scammell Owners & Enthusiasts Club, Station House, Station Road, Raunds, Northants NN9 6BX. Cheques made payable to SOEC.

✪ ✪ ✪

A souvenir has been made of this year's (1989) 21st Anniversary Trans-Pennine Rally which is an excellent production. It will appeal to those who participated or saw the run, and will be an eye-opener to those who have never seen this prestigious event. Starting with vehicles arriving at Belle Vue Manchester on the Saturday, with interviews with many drivers, it includes some of the festivities in the evening laid on by ADT (British Car Auctions). The start of the Run to Harrogate is covered and then the route is followed, as a passenger in many of the vehicles, commencing on a Turntable Ladder as far as Rochdale. The stop at Harry Ramsdens (Fish and Chips) at Guiseley is covered and on to Harrogate where again a vast number of vehicles are seen plus interviews with crews and owners.

Professionally made by North West Video, the colour and definition is perfect and the sound is generally very good, even in one or two circumstances where it is obviously difficult. Background music, where necessary, is provided by a fairground organ. The only small criticism is that the final credits are difficult to read, and nowhere is there any mention of the organisers — the Historic Commercial Vehicle Society. This excellent video runs for 58min and is available in VHS or BETA format for £16.50 (including P&P) from Maurice White, The Hollies, Top Sandy Lane, Orford, Warrington WA2 9SB. Cheques payable to HCVS.

✪ ✪ ✪

We illustrate on this page a Unipower Hannibal series 12 Timber Tractor, which is now being restored for preservation by two readers — Nick Bedford and Mike Fincher. The vehicle was purpose-built in 1952 by Universal Power Drives Ltd for timber work (chassis No 613 FRHD). It has a large winch mounted inside the rear of the vehicle.

It is fitted with a Gardner 5LW diesel engine, and has a five-speed gearbox and a two-speed transfer box, giving 10 forward speeds, and a maximum road speed of 30mph. A curious feature of the transmission is that it is permanent four-wheel drive, with no centre differential or free-wheel device. This is perhaps why they were notorious for breaking half-shafts due to transmission wind-up.

The vehicle is constructed with a strange mix of high class engineering and fabrications which bring tears to the eyes. Vacuum braking is fitted and a cable/ratchet trailer brake is operated from the passenger seat. A chrome handbrake is also a strange item for an agricultural type machine, but it is a nice touch.

Does any reader know any information on this vehicle — registration number LBM 640?

✪ ✪ ✪

David Baker of Bakers of Oakley would like to contact the owner of the Guy Otter lorry featured on the front cover of *VR 20* as he once operated a pair of similar vehicles. They were purchased for use by the family busines of coal merchants, secondhand in the mid-60s, and were originally owned by the Winchester Brewery. When Bakers bought them they were complete with dray type flat bodies and Gardner engines. Mr Baker states that they operated them for some years but with the arrival of MoT testing and the fact that one had a seized engine, they were scrapped.

Will the owner of GAW 946 please come forward!

✪ ✪ ✪

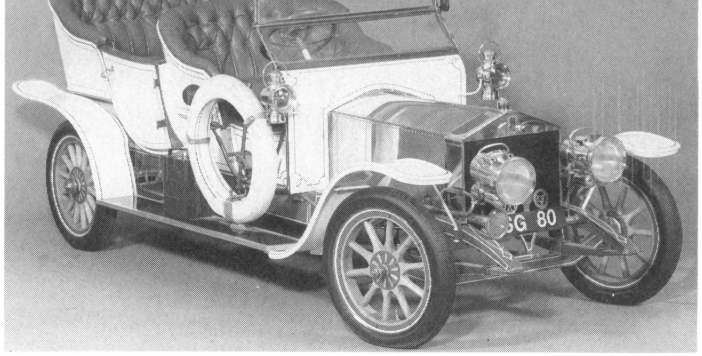
Mike Matthews has sent us a photograph of a Leyland coach with Harrington dorsal fin

bodywork which is lying in a field near Kidderminster. It is hoped someone may negotiate for its sale and restoration to its former glory. From the photographs it does not look an impossible job at the moment!

✪ ✪ ✪

The Tank Museum at Bovington is one of four recipients receiving a cheque for £250 in the latest Scania Transport Trust Awards. All four winners will automatically go forward to the final in 1990. Previous winners this year, also going forward to the final, include the Beamish North of England Museum and Mike Sutcliffe for his work on bus restoration.

The Museum of British Road Transport (St Agnes Lane, Hales Street, Coventry) held a successful week of special activities in August. Apart from a magnificent collection of cars and cycles ranging from the earliest to the 1970s, there is a fascinating collection of commercial vehicles, including a 1931 Singer van, a 1935 Morris 8 van, a Dennis Ace fire-engine, Maudslay and Daimler buses and several lorries of varying makes and vintage. The Museum is open to the public during the winter months on Friday, Saturday and Sundays from 10.00-17.00. Admission £1.50 (75p child).



Sotherby's Sussex (Summers Place, Billingshurst) are holding another sale of pedal cars on 19 December, with items priced from £200-£70,000. Alvis, Alfa Romeo, Aston Martin, Bentley, Bugatti and Ferrari are among the famous makes to be represented. We illustrate a magnificent half-scale Rolls Royce Silver Ghost electric model car which was constructed by an automobile engineer over a period of 10 years. The model is fully detailed with ash wheels, pneumatic tyres, leaf springs with shackles, oil/grease nipples, working brakes, scaled down acetylene head, side and tail lamps, deep buttoned leather upholstery and folding windscreen. It is powered by a 12V variable speed motor with forward and reverse. It is estimated it will fetch between £50,000-£70,000.

Heart of Pennines Rally 1989

A report by **Tony Peart**

FIRST STAGED in 1987, Tony Blackman's event in Halifax is a highly successful and unique rally. The assembly point was Wellesley Park, and, as before, there was an initial road run up to the New Inn at remote Mount Tabor, and then down into the centre of the town to the new rally site at the North Bridge Leisure Centre, where once stood the Great Northern Railway's station and goods depot. The route into the exhibition area was slightly tortuous, with a typically ferocious Halifax gradient.

This rally attracts a large number of habitues, but also a good selection of newcomers, some travelling long distances, like Colin Shears from Devon with his former Devon General AEC Regent V, which he had equipped with an auxiliary gearbox, and by all accounts it was well worth hearing! From the North East came Andrew Dolan's ex-United Bristol KSW6B; a Northern General Routemaster (which took a turn on the Mount Tabor service); and the Purvis brothers' AEC Regal III, ex-Gillett Bros.

Among the vehicles seen (and heard!) storming up the Halifax hillsides were the former Accrington Dennis E, now with Buckland Bus Services; the ex-Eastbourne Leyland TD4 open-topper; the Eastern National Bristol FLF coach. On service for much of the day was the former Isle of Man Road Services Leyland Olympic, MMN 302 with Rob Wilson at the wheel. This bus sounds more like an early PD2 than the Royal Tiger whose mechanical units it shares, but it has a nimble feel about it that even the PD2 could not match. Also busily employed for much of the day was a IoM Leopard, also No 74 a constant mesh PD2.

Another bus making its debut as far as this rally is concerned was the writer's ex-York Pullman, AEC Regent III which undertook two runs to Mount Tabor. With its 7.7-litre engine and crash box it presents quite a challenge in hilly country such as this. The steep bank at Norton Tower necessitated a lengthy session in first gear, for although second would have sufficed after the initial sharp incline, the gradient was still too severe to allow a clean change into that gear, which needs plenty of time to effect if the revs are high.

Favourites from previous years, like the ex-Grimsby/Cleethorpes open-top Bridgemaster and Alec Tinker's Guernsey Albion Victor were popular, but for the writer one outstanding run of the day was on an ex-East Yorkshire Leyland Tiger Cub (6692 KH) *Pocklington Star*, a Harrington-bodied coach of great elegance, smartly turned out and with a pleasing interior. With a fair load on board and with its rather limited power to weight ratio it had to work very hard. It has an Albion gearbox, with that rather plaintive mewing note changing pitch as gear followed gear in rapid succession.

Another outstanding run was on Edwin Dickinson's ex-Chester No 36, a Guy Arab V, brought from the North West Museum of Transport and driven with considerable aplomb by Bob Armour. Gear changes on this example are a little tricky, and there were some characteristic clangs from the linkage from time to time, which brought back happy memories of the breed. On the Arab V the gearbox is remotely controlled and prone to more eccentric behaviour than the unit-mounted gearbox of the Arab IV.

The locally preserved RT 1574 (KLB 662) undertook its last duties before major overhaul and its performance up the hills was rather disappointing, with severe propeller shaft vibration and the peculiar 'washing-machine noises' on tick-over which seem to be characteristic of fluid transmission AEC Mk IIIs which are due for overhaul.

Once again there was a chance to enjoy the very taxing Southowram routed every couple of hours, and a novelty this year was the Heights of Halifax tour operated by Tony Blackman's ex-Halifax AEC Regent V, LJX 215.

As previously there were lots of happy looking people at the day's end and our thanks to Tony Blackman, his family and his team of helpers, for putting on this very special and hugely enjoyable event.

THE HEART OF THE PENNINES RALLY

20 August 1989

All photographs by Julian Halstead

Right:
A general view of the rally site showing some of the interesting vehicles.

Centre left:
Two AEC double-deckers, the one on the right has travelled all the way from Winkleigh, Devon.

Centre right:
A 1964/5 Guy Arab V with H41/32F Northern Counties bodies now in preservation.

Lower left:
A 1954 AEC Regent III ex-York Pullman which after having part of the body rebuilt after hitting a low gantry, was sold in 1971 to preservationist Tony Peart. It has won over 187 awards at rallies up and down the country.

Lower right:
The 1936 Leyland TD4, ex-Eastbourne Corporation, which was converted to open top in 1954 for seafront operation. Now in advertising livery but giving enjoyment to its travellers around Halifax to Mount Tabor.

Rally Calendar

NOVEMBER

19 **Leyland,** British Commercial Vehicle Museum, King Street. Transport Collectors Mart & Model Show/Swapmeet.

19 **Kings Lynn,** Corn Exchange. Transport Enthusiasts Bazaar. Ian Wells, Tel: 0553 773900 (daytime) or 0553 761881 (eve/weekend).

28 **Ewell,** Bourne Hall. (19.00-22.00). Toy and Train Collectors Fair.

DECEMBER

1 **Maidstone,** Agricultural Hall, Maidstone Market. Mid-Kent Toy Collectors Evening. (18.00-22.00). Swapmeet. David Hatt. Tel: 0622 53783.

30 **Wakefield,** Top Farm, West Hardwick. New Year Party. Tel: Top Farm 0977 611165.

FEBRUARY

3 **Canterbury,** Westgate Hall. Toy and Train Fair.

1990 Confirmed Dates. Full details in next issue.

Feb 24 Maidstone. Mid-Kent Collectors Fair.
Apr 15/16 Midland Festival of Transport.
May 5-7 Crystal Palace, Wheels of Yesterday Rally.
6 HCVS London-Brighton Run.
13 Sandwell Park, Transport Show.
13 Leyland. British Commercial Vehicle Museum, Spring Rally.
19/20 Landford, Vehicle Rally.
20 Plymouth, Vehicle Rally.
20 Oldham, Preserved Vehicle Gathering.
20 Leicester, Historic Transport Pageant.
26-28 Talyllyn 125th Anniversary Vintage Transport Rally.

Classified Advertisements

Advertisements for Sales and Wanted etc can be included in these columns at a special rate of 10p per word (including name and address and/or telephone number). Box number is £1 extra. Please send entry in block capitals with remittance payable to Vintage Roadscene Publications Ltd at their Editorial Offices, 40 Fairfield Way, Ewell, Epsom, Surrey KT19 0EF.

FOR SALE

Aveling & Porters, Burrell Showman's, Marshall Roadroller, Ruston & Proctor. Now available as Tapestry greeting card kit miniatures. Ideal gift/framing. £2.99 each. Any five £13.50. p&p free. Send SAE for order from to – The Norfolk Rug Co. (VR), 69A St Peter's Road, West Lynn, King's Lynn, Norfolk PE34 3LB.

Colour Prints. Top quality 6×4 colour prints of Commerical Vehicles. Good selection available ex-stock at 28p each, plus postage. Lists available by chassis make. Please send SAE with your requirements. L. Simpson, 37 Roach, Dosthill, Tamworth, Staffs B77 1LN.

1954 AEC Regent/Merryweather 105ft Turntable Ladder Fire Engine, KSG 977, ex-South Eastern Fire Brigade, Scotland, serving in Edinburgh. In full working order, fair condition requiring some bodywork repairs. Fitted with 1935 Merryweather A type ladder, hydraulically operated. One of only two survivors using the 16ft 4in standard Regent III chassis, 9.6 litre engine and crash G/box. 32,000 miles. £2,850.

1954 Leyland Beaver/Morris Magirus 100ft Turntable Ladder Fire Engine, NWR 249, ex-West Riding County Fire Brigade. In full working order, excellent condition throughout. Fitted with Magirus mechanically operated ladder and 1939 Coventry Climax independent pump. Unique survivor, standard Beaver lorry chassis, 0.600 engine and 5 speed crash G/box. £4.250.

1966 AEC Mercury/Merryweather 100ft Turntable Ladder Fire Engine, JUL 57D, ex-London Fire Brigade. In full working order, good condition throughout. Fitted with Merryweather B-type ladder hydraulically operated plus diesel-engined independent fire pump. AEC 5GM4RA chassis, AV470 engine and five-speed gearbox. 34,000 miles (registered). £3,750.

1966 AEC Mercury/Merryweather 100ft Turntable Ladder Fire Engine, JUL 61D, ex-London Fire Brigade. Details as above. 64,000 miles. £3,750.

1959 Dennis F101 Mk 2 Dual Purpose Fire Engine, VYE 188, ex-LCC & GLC London Fire Brigade. In poor condition requiring full body restoration, engine has porous liners, otherwise good. Fitted with Dennis 1,000gpm midships fire pump, fitted to carry 50ft wheeled escape. One of only two F101s in preservation. Rolls-Royce 12 litre C6 diesel engine. 10,463 registered miles. £300. V5s for all the above, contact Mike Hebard on 0329 834234 (Hants).

Bus Ticket Machines. Setright with metal box, ex-Devon General. £35 each inc p&p. Mr Luce, Brixham, Devon. Tel: 08045 58303.

Books on steam traction and stationary steam engines. SAE for list to – Whitehead, 'Chatsworth', Copt Hewick, Nr Ripon, HG4 5DB.

Morris Ambulance. c1950 LD chassis with J type styling (believed prototype). Appleyard body, single side and rear doors. Used filmwork, ideal eventor. £950.

Austin Minor pick-up, smart, dependable, MOT Sept '90. £450. Details – Albion Workshop. 06285 20453 or 0264 738657.

1936 Bedford W type lorry. Price on application. **1941 Bedford** OY unit and trailer. poa. **1955 Bedford** S type SD truck. poa. **1956 Bedford** A type tipper. poa. **1962 Bedford** JO pick-up truck. poa. **For Spares** or Restoration – Bedford K 30cwt chassis, no engine, £150. Bedford O type chassis and cab, £250. Bedford O type tanker, £400. Bedford JO pick-up, £2,000. Bedford CA tipper, diesel, £300. **Reproduction Bedford** parts for sale. Bedford Drivers Club Badge, £8.00 each. Bedford 1932-1938 W type radiator tops, £40.00 each. Bedford W type front windows made to order. Bedford front and back wings made to order. D. Stone, Highfield, Cuddington Road, Dinton, Aylesbury, Bucks. 0296 748134 or 0860 518753.

WANTED

Negatives, Slides or Photographs, singles or collections, black & white or colour of lorries, any age. Please send details to L. Simpson, 37 Roach, Dosthill, Tamworth, Staffs B77 1LN.

1950s or '60s LAD Cabbed Albion, Dodge, or Leyland 4 or 6-wheel rigid. For restoration. Phone 0344-486752 evenings or weekends.

Vintage Roadscene, No 2. To complete set. Contact Ian McInnes on 0455 282152.

Bedford OL Series 5 ton, approx 1949/52, preferably roadworthy but anything considered, and any type of body, pick-up being ideal. Tel: Saffron Walden (0799) 22330.

Pre-War Rolls-Royce & Bentley. We wish to purchase engine and chassis spares, also complete cars. Please phone John Luce Antiques, Brixham, Devon, anytime. Tel: 08045 58303.

Photographs and/or negatives of commercial vehicles pre-1960. Must be good quality. Good prices paid. Box 03, Vintage Roadscene Publications Ltd, 40 Fairfield Way, Ewell, Epsom, Surrey KT19 0EF.

MODELS

1/48 Scale Drawings, 1945-65 Double-deckers. £1.00 each. SAE list. Davies, 44 High Street, Gatehouse of Fleet, Kirkcudbrightshire DG7 2HP.

Corgi Classic Commercials at unbeatable competitive prices. Now available are – (1) Ford POP vans – Pearsons Carpets & D. Sheldon. (2) Morris Minors – Kimberley Clark & Michelin. (3) Bedford CA vans – AA, Express Dairy's Cambrian News, & Dormobile. All at £6.25 each inc p&p. (4) Bedford box vans – Miller Baking Powder, Cadburys & Maltesers. All at £9.50 each time inc, p&p.

Corgi Tramlines only £12 each inc p&p. Now in stock are – Bath, Portsmouth, Birmingham, Wolverhampton, Bournemouth and Dover.

Corgi Bedford OB – David MacBraynes. £9.25 each inc p&p.

Corgi Autumn Classics. Special limited edition sets at following rates – (1) Two piece Police set. (2) Two piece Transport of the '50s (featuring Hants & Dorset Bedford and AEC Regent III). (3) Two piece GPO Linesman's set all at only £16 each inc p&p. (4) Two piece Beano and Dandy Bedford CA van set, £15 inc p&p. (5) Ford Popular Saloon – pale green, at only £5.50 inc p&p.

AEC Mammoth Majors. EFE Diecast wagons now available at £4.50 each inc p&p. (1) 6-wheel flatbeds – Furlong Bros and Blue Circle Cement. (2) 6-wheel box vans – London Carriers and Startrite. (3) 6-wheel dropside – Fenland Aggregates and Cyril Ridgeon. (4) 6-wheel tankers – Heygates and Lord Rayleigh's Farms. (5) 8-wheel flatbeds – Bath and Portland and London Brick. (6) 8-wheel tankers – Century Oils and J. H. Bunn. (7) 8-wheel dropsides – British Steel and Whitbread. (8) 8-wheel box vans – Croft & Co Ltd and Pickfords.

New Dinky Toys now available – (1) 1948 Commer 8cwt van – Sharps Toffee. (2) 1949 Series 1 Land-Rover. (3) 1959 Cadillac Doup de Ville. All at £6 each inc p&p.

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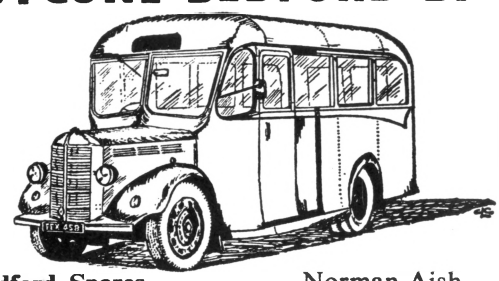

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QUARTERLY – Published February, May, August and November

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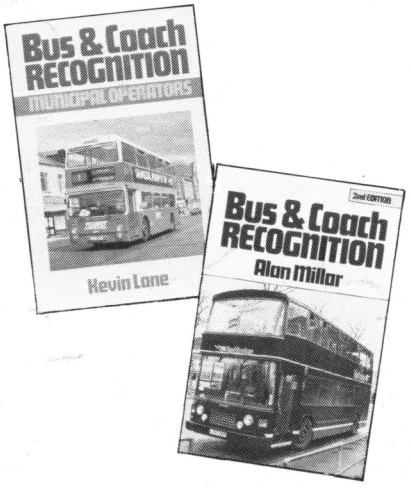

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